

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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THE DALLAS ELEVATOR.

We illustrate herewith an elevator recently completed by the Metcalf-McDonald Company of this city for the Dallas Elevator Company, Dallas, Tex. This elevator has a capacity of about 1,000,000 bushels, and is the first public elevator erected in the state. The house was designed with special reference to the requirements of the grain trade of that section, which called for good facilities for moving large quantities rapidly and keeping it in good condition. Grain is received from cars and wagons, the capacity being 20,000 bushels per hour. The cleaning machinery was supplied by the well-known specialists in this line, Messrs. Barnard & Leas Manufacturing Company, Moline, Ill.; the steam machinery came from the Buckeye Engine Company, Salem, Ohio; the remainder of the equipment from the Webster & Comstock Manufacturing Company, Chicago, who also supplied the belting as agents for the New York Rubber Company. The weighing is done on Buffalo scales of 1,000 bushels' capacity each, on the "twin hopper" system, that is, there are two hoppers to each elevator leg, the stream of grain being switched from the full to the empty hopper by means of Metcalf Switch Valves. The storage bins are all hopper bottomed, those under the cupola being carried on a framed story, which is used for the operating space, and contains the steam shoveling, car-pulling and loading machinery, besides the cleaners and dumps.

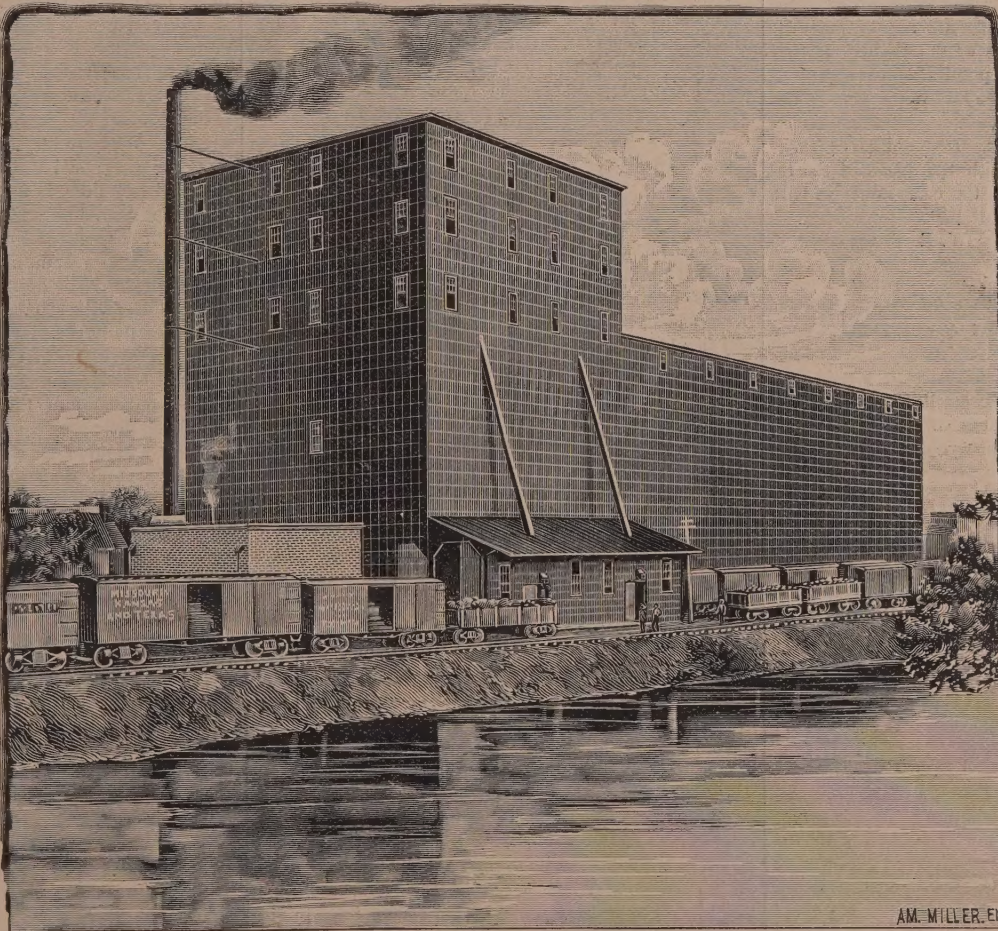
The house is fully equipped with all the modern appliances which a long experience in this special construction and ingenuity can suggest. McDonald Friction Clutches have been applied to all the different parts of the machinery where it is desired to control the motion: the belt conveyors by which the bins beyond the cupola

are filled and emptied, are fitted with improved trippers which may be easily handled by one man. These improvements have resulted in making the house remarkably economical to run, both in point of labor and power, which consumes but little over one ton of block coal in ten hours. Work was begun on foundations on May 1, and the house was completed and turned over to the

DEMANDS CHANGES AT CHICAGO.

The Forrest Milling Company of Cedar Falls, Iowa, writing recently to a grain commission firm in Chicago says: "Referring to short weights on grain sold in your city, we have this to say: We have of late taken the greatest pains in loading cars and having the doors covered

with sacks, nailed closely in order that there might be no possible leak, and had the cars carefully weighed on our scales here. Grain loaded into the cars and carefully weighed again by two weighers. We had those cars traced to your city, and found that they came there with the seals untouched and in good order, but went to different elevators in your city and were unloaded and came short in weight from 140 to 350 pounds. Now, your elevator men are taking more than belongs to them or else there is some stealing on the track. We are aware that when grain goes into your city the inspector has to open those cars in order to inspect the grain and get samples, and we understand that cars are not sealed again. Would it not be a great protection to have every car sealed as soon as the grain inspector is through with it, with a good seal that cannot be tampered with without some one knowing it? Is there not a great chance for stealing out of cars after they are inspected—one to five days on the track and no seal on them? Surely something can be done in some way to protect the Western



AM. MILLER, ENG.

THE DALLAS ELEVATOR.

owners on Aug. 15, 1889, making about 100 working days, and has been in successful operation since.

The Grand Army boys of Oregon have presented a permanent display of grain and grasses, grown in the Willamette valley, to the Chicago Board of Trade, and it has been placed in the Exchange Hall of the Board.

grain buyers against such system of robbery—for we can call it by no other name. We may say that we will ship as little as we can help to your city until we are satisfied that there is some radical change in this matter of weights."

Tama county, Iowa, has a flax palace,

INSPECTION.

WHAT OUR READERS THINK ON THE QUESTION.

FROM ST. LOUIS.

Editor American Elevator and Grain Trade:—Replying to your favor of Nov. 6, will say the state inspection law is quite new with us so far, and we would not care to comment on the system. Possibly later on we can give you a more explicit and definite reply on it.

Yours truly,

SCHWARTZ BROS. COMMISSION COMPANY.
St. Louis, Mo.

HAVE NO COMPLAINTS TO MAKE.

Editor American Elevator and Grain Trade:—In reply to yours of Oct. 24, would say we have been perfectly satisfied with our state inspection, and have no complaints whatever to make. We think our present method here is fair and equitable to both the buyer and seller.

Yours truly,

F. H. PEAVEY & Co.

Minneapolis, Minn.

SHOULD HAVE A BOARD OF APPEALS.

Editor American Elevator and Grain Trade:—The inspection of grain at Minneapolis since our state law went into effect has been very satisfactory to the trade generally most of the time. There have been periods when there was a difference of opinion between the trade and the inspectors, but taken as a whole it has been very satisfactory. We think it would have been more so if the law had allowed a Board of Appeals to be appointed here from among the traders and parties who actually handle the wheat, the same as the Illinois law provides for at Chicago.

Yours truly,

G. W. VAN DUSEN & Co.

Minneapolis, Minn.

SHOULD BE CONTROLLED BY BOARDS OF TRADE.

Editor American Elevator and Grain Trade:—The inspection of grain should be controlled by boards of trade, as the members of boards of trade are mostly practical grain men, and know the needs of the trade. If controlled by the state it becomes a political office subject to the result of every election. "To the victor belong the spoils," and the victors are not made competent grain men because of their political success. It would be satisfactory for the state to appoint with the assent of the respective boards of trade as to the competency of the appointees.

Yours truly,

W. R. TEAGARDEN.

Campbell, Neb.

INSPECTORS SHOULD BE APPOINTED ON THEIR MERITS.

Editor American Elevator and Grain Trade:—Your favor of Nov. 6 received. As I ship mostly East to interior points I am not troubled much with inspections. I think the inspection should be controlled by the state, and that the inspectors should qualify for their positions by a competitive examination, the same as postal clerks. I think all inspectors are influenced more or less by friends. At Cincinnati the inspector's office is in a separate room adjacent to the floor of the exchange, and the traders are not allowed within. The samples are handed out through a small window. At Indianapolis the traders have free access to the inspector's room, and are allowed to surround the sample table and give their opinion on the different samples. I think the former much the better way, as the inspector certainly must be influenced more or less by the latter.

Yours truly,

W. H. SUFFERN.

Pierson, Ill.

BOARD OF TRADE INSPECTION SATISFACTORY.

Editor American Elevator and Grain Trade:—As regards our opinion about state or board of trade inspection, would state we have never had any experience with the former, although we expect to enter upon an era of state inspection on Nov. 1. We anticipate very unsatisfactory results for some time, until the men appointed become more familiar with the work. They will be assisted to a great extent by the retention of four of the former trade inspectors.

As regards board of trade inspection, we have found it satisfactory in every degree, as far as our market is concerned. We have never had any trouble. Our inspectors have been men of merit, and men of understanding, honest and square, and they really have elevated and dignified it to position, so that our inspection is well and

favorably known all over the country. We only hope this position we have secured by hard work, covering a number of years, will not be broken down by the new system. From what we have learned from the outside markets, the greatest difficulty with state inspection is that there is too much consideration paid to politics and political friends in the selection of men to do the work, and that these political reasons cut more of a figure in the selection of men than the real interest of the trade and the capability of the men selected.

Yours truly,

GRIER COMMISSION COMPANY.

St. Louis, Mo.

OPPOSED TO POLITICAL SHYSTERS.

Editor American Elevator and Grain Trade:—In answer to yours of Nov. 6, would say I hardly know what to say. In regard to grain inspection being controlled by the state, I think it would be detrimental to shippers, for the reason that the appointment is liable to be a political one, without regard to qualification—only as a political shyster. The promise is made before election, "You work for me, and if I am elected I will have you appointed grain inspector," etc.; so that I do not see how grain inspectors can be appointed by state officers only politically, the said politicians not caring particularly whether the appointee is capable or not.

On the other hand, if the inspectors are appointed by the board of trade, unless the inspector has a mind of his own, he is liable to be influenced more or less by dealers. For instance, I sold two cars of oats to a certain party. They graded No. 2 white. A few days after I sold two cars to another party taken from the same bin in my elevator, inspected by the same inspector, and they graded No. 3 white. Now, as far as my eyes can see, the oats were just alike, and if dealers have any influence with inspectors, it is very easy to say: "Here, inspect such and such cars No. 3; I will make it all right." I do not say this is the case, but it sometimes looks very much to me as though there was "a nigger in the woodpile or on the fence," or the inspector's eyes are poor.

To wind up this epistle to the Romans, I think a grain inspector should be a mighty good man, one that knew neither fear nor favor, but dared to do right though the heavens fall; but where to get the man is more than I can tell. I really do not know that it makes much difference who appoints them; they will do as they please, anyhow.

Yours truly,

M. SCHOONMAKER.

Reynolds, Ill.

WANT UNIFORM INSPECTION RULES.

Editor American Elevator and Grain Trade:—We have your favor of Oct. 31 asking us our views on the much-talked-of grain inspection in our principal grain markets. This is certainly a question of serious importance, involving as it does the interests of so many millions of people, and should be conducted in a manner which would as nearly as possible do equal justice to producer, shipper and consumer, and put them all on an equal footing. As a general thing, it would seem to the farming and shipping fraternity that the standards of contract grades in our grain markets, as a rule, are too high. However, the farmers and shippers often make complaints about inspections on their grain which they are perfectly aware were just a-d right, while others often ship grain which they themselves may think is sound and good, but which misses grade on account of defects of which they have not had experience enough to judge correctly themselves.

We do not think it good policy to have inspection controlled by boards of trade, as that seems to prejudice the farming and shipping element against such inspection. If a plan could be adopted whereby the grain inspectors at each and every one of our grain markets would adopt the same list of inspection rules, and if such rules were carried out to the letter by men who have had several years' experience in handling corn, wheat, oats and other grain, and men who could be indorsed by say fifty or one hundred of the honorable citizens near where they had been located previous to such appointments as chief grain inspectors or assistant grain inspectors, we think that if a set of grain inspectors could be appointed by the United States Government who would be required to have qualities as we have spoken of before, who would formulate a set of inspection rules taken from all the rules now in use in our chief grain markets, and if the different states in turn could be persuaded to take charge of the grain inspection of all of their chief grain centers and adopt the same rules and regulations as are formed by the United States grain inspectors, it would make a uniform inspection throughout the country, which would

be more satisfactory than the present modes of inspection, which are so different in all the markets.

We also think that inspectors should be required to make affidavits to all inspections for each day, stating that such inspections were just and right according to the best of their knowledge and belief, and that they were not influenced to make them such by any person or persons. It would be impossible, however, to adopt any form of inspection which would suit all, but we think the present modes could be much improved by something of this sort.

Yours respectfully,

E. R. ULRICH & SON

Springfield, Ill.

BOARDS OF TRADE TO APPOINT STATE INSPECTORS.

Editor American Elevator and Grain Trade:—In answer to your inquiry of Oct. 31 regarding different methods of inspection, and as to whether we could suggest any improvements, would say, we receive grain from all parts of the Northwest, and are shippers to Eastern mills and markets. For these reasons we are especially interested in any improvement over present methods. We are believers in state inspection. Although its system is by no means perfect, it establishes a degree of confidence among general trade that the results of inspection controlled by boards of trade have, we believe, never enjoyed.

In our opinion the most detrimental feature of state inspection is the political strife. All boards of trade should be, and we think are, interested in securing competent judges of grain as inspectors, and if such bodies could have the appointing of state inspectors and deputies to take the place of politicians who never profess to be expert judges of grain, we believe there would be much less cause for complaint than at present.

Yours truly,

CONOVER GEE & Co.

Minneapolis, Minn.

BUSINESS MEN PREFERRED TO POLITICIANS.

Editor American Elevator and Grain Trade:—We note fully your favor of Nov. 6. We do not know that we should prefer especially either method of control of the grain inspection, if conducted by honest men and men of fair judgment; but whether a board of trade or state authorities are most likely to put square and honest men in the position, we are unable to say, or even to form an opinion. We have very little faith in the politician, of whatever party; and at this point, or in this section, we have had very little, in fact, practically no experience in state inspection, and can say but little of it. Our experience with inspections governed by boards of trade has been such as to warrant us in the belief that when it becomes the interests of the members of said boards to raise or lower their standards of inspection as against the interest of the Western shipper, they seldom hesitate to do it; but we think in most cases where that has been done, the boards have received their punishment by the loss of confidence of the Western shipper, and consequently of their business, to a very large extent.

We have in mind one point now where our shippers in Ohio believe that has been done, not only once, but twice within the last two years. As a result they will not forward grain to that market if they can in any way avoid it, and there is consequently no business of any amount from this state that goes to that point, when it formerly had the "lion's share." So far as our knowledge of the two methods of control goes, we believe that we prefer the control of the boards of trade, and consequently of business men, rather than the control of politicians, in whom our confidence is at a very low ebb.

Yours truly,

SEEDS & SCOTT.

Columbus, Ohio.

SATISFIED WITH CHICAGO INSPECTION, BUT NOT WITH THE WEIGHING.

Editor American Elevator and Grain Trade:—Replying to your favor of Nov. 5, making inquiries in regard to grain inspection, would say that we are more directly interested in the inspection at Chicago than anywhere else, and are not at all posted on the working of the Missouri inspection system. While the inspection controlled by the state is by no means satisfactory, we do not know that it would be any more so if controlled by the Board of Trade, as in that case the members of the governing committee are liable to be interested in the inspection of their own grain and to appoint men of their own way of thinking to important positions. We do not believe that under the present system there is any particular prejudice for or against any one, and believe the great difficulty is in the

political appointment of inspectors who are not competent for the position. We are not at all clear that this matter would be remedied if the inspection were under the control of the Board of Trade.

Country dealers almost always complain of the inspection of their grain, no matter to what market they ship, and they are not the proper ones to handle the inspection of their own grain. We believe that they will be better satisfied with an inspection which is controlled by parties entirely disinterested, as is the case under the present system, than with an inspection which is controlled by men who are interested in the grain trade and liable to the suspicion of prejudice, provided, of course, that the inspectors appointed under the state system are competent.

We have no particular complaint to make of the present Chicago inspection system, but cannot say as much for the weights.

Yours truly,
E. M. DICKEY,
Treasurer The E. M. Dickey Company.
Dubuque, Iowa.

SHIPPERS SHOULD HAVE A VOICE IN THE APPOINTMENT OF INSPECTORS.

Editor American Elevator and Grain Trade:—Your letter of Nov. 6, making inquiry relative to the inspection of grain at the different grain centers, and whether it was satisfactory to the shipper or not, was duly received. As far as the inspection of grain is concerned at the different points we ship to, will say that it is not satisfactory. First, the employment of incompetent parties to inspect grain, whether it be by the political parties in power or by boards of trade, is all wrong, and of great damage to all concerned. Parties who are employed to inspect grain should be selected for their fitness for the position and have had long experience in the business, one who can show himself fully competent for the position by thorough examination before a committee composed of impartial judges of the grain to be inspected.

Under the present system of grain inspection the chief inspector may or may not know anything to speak of about grain. His subordinates, many of them, are excellent judges; many of them are not. In any case, from the results, we are led to believe that they are not allowed to use their best judgment. They are simply expected to go through the form of looking into the cars, whereby the fee of 25 or 35 cents a car (as the case may be) becomes on the face of it legitimately earned. (In speaking of the inspection we refer more particularly to barley, as that is the grain we are handling principally.) The standard for the grade of No. 2 barley is selected from barley which has a particular shade of color, the hardest to procure, and of which there is likely to be the least per cent. in the country. This standard is given to a subordinate inspector, who is expected to confine himself to that particular shade of color, and take nothing for No. 2 that does not come up to that standard, with all the rest of the requirements thrown in; and as barley never looks just the same to all people, varying in color according to the light and time of day in which it is inspected, the plumpness, cleanness and malting qualities all being ignored if it happens to lack that impossible shade of color which has been decreed for it by some one or more who are all-powerful in the trade, and whose interests are best served by having more or less of that particular grade, is it any wonder, then, that with plenty of good barley in the country that less than 1 per cent. is No. 2 grade?

It may be said that there is a committee of appeals to decide finally if not satisfied with first inspection. It is true there is, and in some markets they are composed of good, fair men who are competent judges of grain, but when the seal of the first inspection is placed upon it those men know it, and there is a certain prejudice to be overcome against the grain to be re-inspected, as they naturally expect to find something wrong with it. Furthermore, many hesitate to call a re-inspection for the reason of the expense where the committee is known to be impartial. But this is not the case at all grain points. Frequently the committee is composed of traders whose interest in the market makes it extremely difficult for them to render an impartial decision. Therefore, under the present system of inspection, there is absolutely nothing for the country shipper to base a value on after he leaves the grade of No. 2, because if he ships a car of grain, unless it should grade No. 2, he can't tell within 10 or 15 cents a bushel what that grain will sell for unless he is lucky enough to sell it by sample. Therefore, in view of the fact that the country shipper pays all the expenses of inspection, and in the majority of cases of

weighing, switching and other expenses incidental to the disposal of the grain, which is seldom taken into account when he purchases it, we are of the opinion that it is right and proper that the shipper should have a voice in or be represented when an inspector is to be appointed and the grades established for a new crop. As long as they stand the expense we think they should have something to say as well as those who have it all to say and ask us to foot the bill.

Where boards of trade control these things the shipper should be represented; where state inspection prevails, it should be as far removed from political influence as possible, and in no event should a man be retained on the force who has not shown himself to be thoroughly competent to fill the position, be he chief inspector or a subordinate.

Just how these reforms should come about, we are willing to leave to the good judgment of those who will be sooner or later called upon to put them in force, for this state of things cannot continue, or the shipper will have to give up and let the consumer come to the farmer for his grain. That we voice the sentiments of three-quarters of the shippers throughout the country we have no reason to doubt. To such of those who are in a position to be satisfied with the existing state of things, we have nothing to say, and while the inspection force is not the only abuse the shipper is subjected to, we have tried to the best of our ability to answer the questions squarely and honestly without fear or favor.

Yours respectfully,
TEMPLETON & MORRIS,
Templeton, Wis.

CHEAP ELEVATORS FOR HANDLING CORN.

BY R. JAMES ABERNATHY.

The old straightforward and substantial methods of constructing small elevators are rapidly giving way, and all sorts of expedients are resorted to as substitutes. The grain men say that "with corn at 15 cents a bushel or less, we cannot afford to put much money in elevator plants; there is not sufficient profit in the business." To a limited extent that kind of argument is valid, but to a limited extent only. It is true they cannot well risk the expenditure of large sums of money for such purposes, neither can they risk putting money in any sums into an elevator building and have it incomplete and totally inadequate to the task necessarily imposed upon it.

Not very long since I ran across a new elevator being built in the midst of a never-failing corn-growing section. The building was being put up in a very substantial manner, a cribbed house, and was necessarily costing a good deal of money. But the owners said they could not afford to fit the house up for corn shelling, because corn was too cheap. "It is cheaper for us to pay one cent per bushel for getting our corn shelled by outsiders than to put a sheller in the elevator." Look at the inconsistency of such a position! They were building a really expensive house for such a point, and all they could do in it would be to receive loose grain, run it through a fanning mill, driven by horse power, which if in naturally good condition would now and then, perhaps, grade when sent to market. If otherwise, messing grade would be the rule on account of insufficient cleaning. If a steam plant had been added, good cleaning could be always assured, and if a corn-sheller is added then all kinds of elevator work can be done in the most thorough and efficient manner. No portable horse power sheller, with its endless waste, imperfect work and tiresome uncertainties would have to be depended upon.

Some two or three years ago long stretches of new railroads were run through Kansas in different directions. Although a great corn-growing state, the crop happened to be a little off, and so at numerous points along the new lines little horse power box houses were built and called elevators. Many of these have a general sameness of appearance, and look as though the designs of all were evolved from one master mind. They look rather neat on the outside and at a distance look like magnified dog kennels where blooded dogs are carefully housed. But the point is this, they are simply useless in the present emergency. All of them require houses for handling corn and doing it rapidly. The corn crop is immense, and already it is being piled up on the ground at points where there are no facilities for taking care of it, and there is not at one station in any ten, along the new lines of road especially.

It is not the first time in an experience of thirteen years

in Kansas I have noted the same state of affairs. Corn, corn everywhere, and no place to shell it. Then an immense amount of shelling was done in Kansas City, but now the railroad companies refuse to haul ear corn to Kansas City, except from points very near to it; and with nearly 100,000,000 bushels more corn than was ever grown in the state before in a single year, the condition is very aggravating.

But to get back to expedients for relieving the present difficulty. Expedients are simply imperfections, but are sometimes allowable in cases of emergency. A somewhat simple and fairly cheap method has been adopted in many cases. Build a double line of cribs along the track of any length up to a hundred feet, or longer if deemed advisable. Make them twenty feet high, and say, ten feet apart, or wide enough apart for an easy driveway, which should be run up about sixteen feet from the ground, if there is room enough for approaches; if not, make both cribs and driveway as high as the room and lay of the land will permit. The two cribs should be covered with about a third pitch roof with the comb above the center of the driveway. At the further, or driving end of the cribs, the sheller must be located, under a dump at that end. Reaching back from the sheller the full length of the crib, a drag belt must be put in under the center, or about under the center, of the driveway, over which must be arranged dumps at proper intervals. At the sheller end the crib or a section of it next the track must be raised high enough to put in a corn cleaner, and neatly closed in. The corn and cobs must then be elevated from the sheller in the ordinary way, and separated in the cleaner, the cobs spouted out, the corn dropped in bins provided for it below the cleaner; two of these should be so arranged as to empty into the cars on the track. The machinery may be driven by a portable engine, which can be hired cheap during the shelling season in almost any section of country where wheat is raised in large quantities.

This plan provides for a large storage capacity for ear corn, but necessarily very little for shelled corn, so that while shelling out cars must be provided for receiving it. The various dumps can be used until the center of the crib is full, then the corn can be shoveled over into the side cribs and the drag-belt used for taking it all to the sheller when needed there. This plan, as I have said, can, in my judgment, be considered an expedient only, and is allowable for the reason that both the cribs and the machinery can be afterward utilized in the construction of a permanent house, that is if the arrangement of the machinery has been designed by some one understanding the requirements of the case.

A permanent house can at some future time be built, the machinery put in it and the cribs attached to it in substantially the same manner. Then provisions can be made for handling and cleaning all kinds of grain and storing loose grain as well as ear corn. In a good house a permanent steam plant must be put in and the portable engine sent back into the wheat-threshing business. This kind of an arrangement does not cost very much, can be quickly put up, and I think it would be in the interest of every grain man hard pressed for taking care of corn, if he can do it in no other way, to so provide himself at once and be in a position to do something in his line of business.

CHINCH BUGS.

The Commissioner of Agriculture has published a book on "Insect Life," which contains an article from a Missourian in which he says, that as soon as the season will permit in the spring the bugs leave their winter quarters and resort to the wheat fields. They first gather in groups and burrow into the soil among the roots of the wheat, clearing the soil from around them and leaving a top crust. From the 1st to the 15th of May they deposit their eggs by thousands on the roots of the wheat, having previously cleaned the soil from them for that purpose. As soon as the ground is sufficiently warm the eggs hatch and the young bugs begin to suck at the roots of the wheat. As they become older they crawl up to the top of the soil and up the stalks of wheat, and still suck as long as there is any life or sap in the stalks, when they begin to travel to other parts of the field for a new supply. All go in the same direction. The old bugs injure the wheat only by clearing the soil from the roots. As soon as they have deposited their eggs they die.

It is said that dry bricks placed in new threshed or damp grain will keep it from heating.

CANADIAN PACIFIC ELEVATORS AT MONTREAL.

The two grain elevators at Montreal belonging to the Canadian Pacific Railway Company are 210 feet long, 80 feet wide and 157 feet high. Each elevator is built upon eighty piers, each supported by a cluster of nine piles. The cost of the foundation alone was \$154,851. There are 100 bins in use, each one being 50 feet in depth, the inside bottom of each being lined with iron to prevent the plank from wearing away. The cupola, or central portion at the top of the elevator, is reduced to a width of 49 feet, so that it may have a solid bearing, and so not depend upon the shrinkage of the bin walls. The upper story of the cupola contains an immense amount of machinery. The shaft which carries the pulleys is six inches in diameter, made in sections. The belt inside the elevating shaft passes round a wheel twenty-four inches in diameter at the bottom, and the six feet diameter pulley on the main shaft at the top of the building. This belt travels at the rate of 569 feet per minute.

In the center of the building tracks are laid upon which the grain cars enter in order to be loaded or unloaded.

edge is about 150 feet from the side of the elevator, and about thirty feet from the ground is built a tunnel through which passes a belt upon which 12,000 bushels of grain can be carried in an hour.—*Canadian Manufacturer.*

DULUTH'S ELEVATOR SYSTEM.

Probably no place in this or any other country has so quickly attained prominence as a great wheat center as has the head of Lake Superior. Situated as it is, at the very door of the hard wheat belt of the Northwest, and at the westernmost point which can be reached by lake vessels, gives it superior advantages over all other points as a point for receiving and shipping wheat.

The total capacity of the elevators at the head of the lake is over 22,000,000 bushels. Duluth has the greater storage capacity, but West Superior is not far behind. Grain received at both points is graded by the same inspectors and according to the same standards.

We give herewith a cut of some of the elevators at Duluth, from which an excellent idea of the elevator system of that city can be gleaned.

The elevators of the Union Improvement and Elevator

SHORT GRAIN WEIGHTS.

Shortages in grain shipments have always been complained of by country shippers, and they are justified in complaining, for even to this day we have to acknowledge that the shortages are constantly occurring.

Mr. G. C. Sanborn of Milmine, Bodman & Co., Chicago, when asked what were the causes of these shortages said:

"The Chicago market has as honorable a lot of buyers as can be found in the world, and I speak from the experience of years of intimate business relations with them. Our Board of Trade has thrown every possible safeguard around the business by appointing an official weighmaster whose honesty and ability are above suspicion. It may be news to the country shipper to know that the buyer does not do his own weighing. It is either done by the railroads or under the supervision of the Board of Trade weighmaster. It may also interest them to know that Eastern shippers are annoyed with shortages fully as much as they. Of course, as none of us are infallible, genuine errors in weighing do occur occasionally, and we will also add that in such cases they are generally located



DULUTH'S ELEVATOR SYSTEM.

When a car of grain is ready for unloading it is placed alongside the grating through which the grain passes into the tank. The work of unloading is effected by large wooden shovels, which are attached to a rope connected and wound around a drum working automatically on a shaft fixed to the posts over the platform, which runs the whole length of the immense building. The shovel is placed in the car, the machinery set in motion, and gradually it scrapes the grain out to the grating and from there it falls to tanks beneath. At the bottom of the tank is a small hole through which it passes into buckets and is quickly elevated to the top of the building. Thirty thousand bushels of grain can in this way be placed in proper storage in one hour. Two spouts are used for loading cars, and the discharge is so great that a car of 600 bushels' capacity can be filled in three minutes.

The elevators combined are the largest in Canada, except, perhaps, the one built by the C. P. R. at Fort William. The system for prevention of fire is in every respect good. Barrels and buckets of water are placed all over the buildings, and pipes connected with the city waterworks, with hose attached, can be turned on and flood the buildings at any moment. The boiler house is sixty feet from the main building. Two engines of 170 and 249 horse power are required to drive the immense amount of machinery required to properly handle the grain. The arrangement for conveying grain to vessels is capital. The waters'

Company known as elevators "E," "F" and "H," and warehouses No. 2 and No. 3, have a combined capacity of over 5,000,000 bushels. Those of the Lake Superior Elevator Company, known as elevators "B," "C," "D," "G" and "I" and warehouse No. 1, have a capacity of 7,300,000 bushels. The Great Northern Company's elevators "A" and "X" have a capacity of about 3,500,000 bushels, and the Duluth Elevator Company's elevators Nos. 1, 2 and 3 have a capacity of 5,000,000 bushels.

Statistician Dodge in a recent issue of the *American Agriculturist* says: "The present wheat crop is slightly above an average in yield, but very slightly. The October preliminary estimate of the Department of Agriculture is 12.8-10 bushels per acre. The acreage is not fully determined, but it is probably not very far from 38,000,000 acres." He adds that the wheat crop is 485,000,000 Winchester bushels, to be reduced 15,000,000 bushels to make the yield equal commercial bushels of sixty pounds.

The report of Commissioner Haggerty of Dakota, shows that the total increase in the yield of wheat alone reaches 6,245,245 bushels over last year; of corn the increase is 3,763,393 bushels. There were 643,895 bushels more of barley this year than last, and 324,768 bushels more of flax. The only decrease was in the yield of oats, which fell 9,159,577 bushels below last year's product. At average Duluth prices the total value of the various Dakota cereals this year reaches the sum of \$52,286,865.

and our weighmaster makes the loss good if he is in fault. It often occurs, also, that the shipper, himself, is at fault in not properly repairing the cars before loading, giving the grain a chance to leak through. Another source of loss is in loading the cars so high that the grain, thrown about in switching, scatters over the doors and windows.

"Aside from carelessness on the part of the shipper in loading and an occasional legitimate error in weighing here, the responsibility of grain shortages lies at the door of the railroads. The only remedy is in legislation, and until this remedy is applied country shippers will find no relief. Aside from an occasional legitimate error in the weights, there are two causes. First, and principally, the grain is stolen from the cars, while on the company's side-tracks, by regular grain thieves, who carry it away in quantities amounting to from a bagful to a good-sized wagonload. Scarcely a week passes that these depredations are not accidentally discovered, but we have never known of a conviction resulting from the detection, and could a close and systematic watch be placed upon each yard around the city the quantity of grain taken from cars nightly would surprise even the officials of the roads themselves, who do not use any special effort to convict the thieves, when occasionally caught by accident, as they do not wish to advertise their carelessness in so loosely protecting property, for the safety of which I claim they should be held responsible by law. The opportunities for this grain-stealing are all that thieves could

ask. The yards are located five to fifteen miles from the business center, on the prairie, with few, if any houses near, and long distances beyond the city police supervision. The protection to the miles of side-tracks filled with loaded cars afforded by the company is seldom more than any watchman who can see the same portion of the yard but once or twice during the night, and the 'midnight grain dealer' has little fear of molestation while loading up his wagon.

"At one time I had charge during the night of one of the most important yards in the city, and I know what I am talking about. There is not at the present time a wagonload of barley or wheat raised within a day's journey of this city, and yet our mills and malt houses will tell you that frequently they have these different grains offered them from wagons as though brought from the farm, and there is no question but that some country shipper was complaining of a forty or fifty bushel loss in his carload of wheat or barley and roundly scoring the buyer in particular and the Chicago market in general, while the commission merchant, knowing the buyer's honesty to be above reproach and that the grain was carefully weighed, is at his wits' end to appease the wrath of his shipper.

"The other cause for shortage is found in not cleaning all the grain out of the car, at elevators and transfers. This may or may not amount to very much in each car, but I know the aggregate is large, and I have seen ten to fifteen bushels in a car that was supposed to have been unloaded. The reason given for not cleaning it out was that the empty car had not been properly cleaned in the country before loading, and the buyer would not take the mixture of dirt and grain in the bottom of the car, and of course no elevator or transfer could be censured if these were the true facts, and there is no denying that occasionally the carelessness of a country shipper or his help is responsible.

"The privilege of sweeping the cars for the railway company is a valuable one, on account of the grain secured, which goes to the sweeper. This privilege on one of our leading roads recently sold for \$1,000, and every cleaning house in the city can bear witness to the large quantities of grain secured. One house alone, this fall, bought in one week 1,200 bushels of wheat that had been collected in this way. When cars have been properly swept in the country, why should they not be swept clean at the elevator or transfer, and here, as well as in the stealing from side track, I claim comes in the responsibility of the railroad. Under the present state of affairs the country shipper asks for an empty car, and when it is placed at his elevator he very often finds that it takes an hour to clean it out, patch up a broken floor and lining and make new doors. He loads it, secures the doors as best he can, and that best often consists in nailing a piece of wood behind the door. The agent issues a "24,000 to 60,000, more or less" bill of lading, and the company's responsibility lies only in the wreckage of that car.

"The enactment of such laws as will compel the railroads to supply clean, light cars, place track scales at every station, carefully weigh the car empty and loaded, issue a bill of lading giving the actual weight of grain in the car, and be held responsible for the delivery of that amount of grain at destination. Self interest will then prompt them to afford proper protection while in transit, on their side tracks, and at elevators and transfers. It would be no great hardship to them, as their agents should be capable of accurately weighing the grain and seeing that the cars were in good order, and their weighmasters at destination would naturally carefully look after the company's interest; about the only extra help they would need would be the police protection required and which they ought to furnish, even under the present system. The freight on grain is one of the principal sources of income to the railroads. They issue a bill of lading for other commodities and are responsible for their safe delivery, and in all such cases amply protect their interests by taking care of the property; why should they not do the same with grain? Every farmer in the country can be reached through the grain buyers, and let them thoroughly understand the importance of this matter, and that they, too, are sufferers, and I will guarantee that their representatives in the legislative halls will be obliged to heed their demands. A concerted action of grain growers and grain dealers would bring about one of the wisest and most beneficial railroad laws, so far as the country grain shipper is concerned, that has ever been enacted, and this as well as all other markets be relieved of one of the greatest evils to which it is subject, and that by an act of justice, pure and simple."

[Written expressly for the AMERICAN ELEVATOR AND GRAIN TRADE.]

THE GRAIN SITUATION.

VERY DRY YET IN MINNESOTA AND DAKOTA—VERY FREE MOVEMENT OF SPRING WHEAT FROM THESE TWO STATES—FAIR PROGRESS MADE WITH GATHERING THE NEW CORN—WEATHER MOIST AND WET—CORN NOT LIKELY TO GRADE EARLY OR MOVE VERY SOON—OLD CORN SEEMS TO HAVE BEEN WELL CLEANED UP—FARMERS IN THE CORN BELT IN GOOD CONDITION TO HOLD THEIR CORN—WINTER WHEAT CROP SHOWS A DECIDED IMPROVEMENT OVER THIRTY DAYS AGO—CAUSED BY RECENT RAINS AND MILD WEATHER—FARMERS HAVE BEEN FREE SELLERS EVER SINCE HARVEST—ACREAGE OF WINTER WHEAT FULLY AS LARGE IF NOT LARGER THAN LAST SEASON.

BY S. THORNTON K. PRIME.

No. XI.

It seems singular, but never the less a fact, that there are areas yet where the deficiency of moisture which has existed for over two years has not yet been made up.

I refer particularly to Minnesota and Dakota. It is true rain has fallen to wet the surface, but wells, streams and rivers are all reported at a very low ebb.

Many farmers are now hauling water to their stock; only one rain since harvest to amount to anything is reported in Minnesota. With the reports we have had this season as to the size of the Minnesota and Dakota crop of spring wheat and also the unprecedentedly large receipts, it would look as if rain was not an essential in the success of the spring wheat crop. These states have made their crop now for two years with very little rain.

In Northern Dakota very generally all the small farmers have sold off their wheat. Even so closely that many will be compelled to buy back their seed. The majority of the large farmers have either sold or put their wheat in the elevators for storage. The present month will clean up a very large proportion of the available wheat.

The movement from Minnesota has not been as general or as large as that from Dakota, for the reason that the farmers are generally in a better position to hold their wheat in the latter state.

Notwithstanding the dry condition of the ground, the usual acreage of fall plowing has been done.

CORN.

So far I can find nothing in my reports or my personal observation which indicates a corn crop any better than we made last season in quantity.

I am perfectly satisfied from the gathering which has been done that the quality is not near as good as the corn crop of 1888. Gathering was practically commenced about twenty days ago. The weather ever since has gone from mild to moist and wet, and at the present writing, with November half gone, we have from 40 to 60 per cent. of the crop in crib.

Iowa reports that the farmers are making very good progress gathering corn. Fully one-half has been secured, but the late rains have stopped gathering for the present.

The yield fully as good as in '88. The quality not quite as good. Nebraska certainly keeps up her reputation as a corn producing state. Farmers are now "head over heels in husking corn." Fully one-third of the crop is gathered. The quantity and quality are both excellent. Very little new corn is leaving farmers' hands in that state.

Large grain receivers say that they are doing nothing whatever in the handling of the new crop, while last year at this date they had all they could do.

In Illinois the weather has been very moist and during the last ten days a superabundance of rain. The consequence has been that very slow progress has been made with the gathering of the crop. In Kansas and Missouri the reports generally show that farmers are late with securing their crop. There seems to be very little difference of the outcome of the corn in either of these two states.

There is no movement whatever of new corn in this area at the present time. With this general condition and the weather surroundings, and the low price of corn, there is nothing which points to any free movement during the remainder of the present year.

During the present summer and after the corn crop of 1889 was assured we had a very free movement of old corn. Then it fell off, and up to this date there has been nothing in the movement except of a normal character.

For many seasons at this time of year I have never received such unanimous reports on any one question as to the amount of old corn yet to come forward. Nebraska reports that the old corn has not been cleaned up so thoroughly for many seasons as it is to-day. Iowa sends in similar statements, and Illinois expresses the same opinion. Farmers probably knowing this will be less inclined to part with their new corn.

Farmers in the corn belt, taken as a class, are in better condition to hold their crop than the spring wheat growers are to hold their wheat, and judging from the information so far received I incline to the opinion that we shall see a very light movement of corn on this crop until we know the outcome next summer of the corn crop of 1890.

WINTER WHEAT.

The winter wheat crop has picked up wonderfully during the last twenty days. Looking at it in its entirety I think it is now going into winter quarters fully as good, if not better, than it did in the fall of 1888. Michigan complains now, and in fact has done so ever since harvest, of an unprecedented dry fall with the crop generally late and very backward.

Recent rains, however, have freshened the crop up materially, and with a continuance of the present mild, open weather, it is generally thought that the crop will go into winter quarters in fairly good condition, but probably not as well as it did last season.

The most uniform and encouraging reports I think of any state comes from Illinois. The dry region in this state has been confined only to a few counties, but early in November the whole state received the benefit of copious soaking rains at the very time that they were greatly needed, and the reports now go to show that the crop is about to enter into winter quarters in excellent shape.

Kansas, so far as rain is concerned, and certainly crop results also, has been a very highly favored state this season. The rainfall has been excessive, and the winter wheat all over the state probably never in its history looked better than it does to day.

In Missouri there are some complaints of dry weather early in the season, but these are so few that they cut very little if any figure in the general growing condition of the crop, which is satisfactory.

Ohio in the northern part of the state has felt a little of the effects of dry weather, as well as Indiana, but both of these states now report that the recent rain has done the wheat a great deal of good. This takes in the wheat belt and surplus winter wheat states north of the Ohio River, and the general condition is probably all that we could expect.

South of the Ohio seeding has only very recently been finished, and the states of Tennessee and Kentucky both report the crop doing well.

I think that farmers have been free sellers of winter wheat right along ever since the crop was threshed. The prices of winter wheat, particularly of good milling wheat, have been and still are, in comparison with other grains, satisfactory.

The quality of the wheat now coming forward plainly shows that the poor wheat has been marketed. While the movement of the wheat crop has been free, yet I cannot see that millers are very largely stocked up for future wants.

The demand for flour is fair; not as good, however, as it was thirty days ago.

ACREAGE.

As to the acreage of winter wheat sown this fall, I do not find but every state has fully maintained if not increased its acreage over last season. It is the only crop at the present time where there is any inducement to follow this line.

From the above report I draw these inferences:

First, that we have had and are still having a remarkably free movement of spring wheat from Minnesota and Dakota, and that this condition of things is likely to keep up until the opening of the new year.

Secondly, that the corn crop is being gathered with fairly good progress; that we have had very little weather as yet to put it into condition for keeping or moving.

That farmers are not likely to be very free sellers the present winter, owing to its very low price.

Thirdly, that recent rains have improved the winter wheat crop; that it promises to go into winter quarters in excellent condition.

The immense crop of corn and wheat in Kansas this year is said to have greatly increased Cupid's business in that state.

INSURING GRAIN.

It is a common practice for insurers on grain in elevators or storage warehouses, or in farm barns to use the phrase "on grain contained therein" without in any way defining or restricting the risk to any particular kind or species, leaving the policy to embrace all classes of the product that would be included in the generic term of "grain," which, in popular usage in the United States, includes only wheat, rye, corn, barley, oats, buckwheat, maize, rice and such other *cerealia* or edible grains as is commonly used for food of man or beast.

Grain is frequently delivered by the producer to millers, or by purchasers to warehousemen, to be stored in bulk, mixed or commingled with other grain, with an understanding that the depositors may at their option (to be exercised within a specified time) have the right to reclaim, not the identical grain, but an equal quantity of like grade and quality, or within such period demand and receive payment therefor in cash, at the then current price.

Such a transaction constitutes a sale and not a bailment, and in the absence of any general usage or specific agreement to the contrary, any loss of the grain would fall upon the millers or warehousemen, and hence it would be covered by their insurance as owners, whether the policy contained any trust clause or not.

If, however, there was any contract or agreement between the parties as to the continuing title or ownership of the property, the question whether the transaction constituted a sale or bailment would be determined accordingly, and if such agreement was only for the return of the identical grain, or a like quantity of equal grade, at the point of receiving or some other locality (in the absence of any option by either party that the same might be paid for in money in lieu of a return thereof), even though it was understood or agreed that the grain was to be commingled with that of others, or in the absence of any agreement or understanding whatever (other than might be implied from proof or general usage), the transaction would constitute a bailment and not a sale, and would not be covered by the bailee's insurance, unless the policies contained a special clause including "grain on storage," or "grain held in trust," or "grain belonging to others," or some other terms indicating clearly that the intent was to include such grain within the scope of the insurance contract.

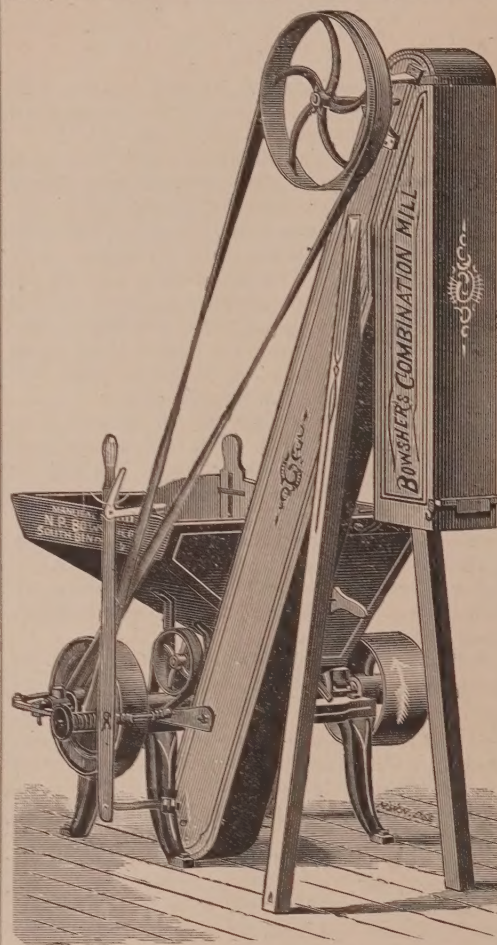
Articles of such a character and of the same grade and quality commingled in one common mass by customary usage for the purpose of more economical handling, storage, sale, manufacture or transportation, can be readily separated in quantities by weights and measurements, and thereby the interest of each owner or "tenant in common" be preserved and defined, and no loss or injury to any of the several parties in interest can result from such commingling. And it has been long settled that when property in the custody of a bailee (except common carriers) is destroyed by an accidental fire, without fault or negligence on his part, he is not liable to the owner or bailer, and such loss would not be covered by insurance written in the name of the bailee (unless especially written to cover property so held).

"Where grain is so stored in a warehouse, with the understanding that it may be mixed with other grain of like quality, it passes out of the control of the owners, so far as identity is concerned, and they become tenants in common of the entire amount in store of like quality and stored subject to the same conditions, though it may occupy a number of separate bins, their respective shares being in proportion to the several amounts stored by them, and such tenancy continues, although the identity of the entire mass in store may be changed by continued additions and subtractions." Such transactions are not sales, but bailments, and the same rule applies to other commodities of different owners commingled in common mass for the purpose of storage, transportation or manufacture, and this principle is applicable to oil in tanks or in storage, or oil in transit in pipe lines or in tank cars, milk in cheese houses, apples in cider mills, or other articles of like species, grade or quality, when deposited in bulk for the purpose of manufacture, transportation or storage, and then to be returned in specified quantities of like product, or of the manufactured article. It is true that there is some little conflict of opinion upon this question, but the great weight of authority is that the contract is one of bailment and not of sale, and that the bailee and owner or depositor become tenants in common. The magnitude of grain transactions makes this rule a

necessity to the commercial interests of this country, and it is in harmony with the legal principles that the "intention of contracting parties is always to be given effect, when such intention can be gleaned from the contract, or determined by the usages of trade," and such interest is insurable in the name of each of the several owners, and would not be covered by a policy in the name of the bailee (unless written to include such property).

BOWSHER'S COMBINATION FEED GRINDING MILL.

Our illustration on this page displays Bowsher's Combination Feed Grinding Mill. This is a substantially built, practical machine, novel in many respects, and radically different from all the others now in the market. It is supplied with the elevator attachment or without, as desired, and is built in two sizes, one requiring from 6 to 8



BOWSHER'S COMBINATION FEED GRINDING MILL.

horse power and the other from 8 to 12 horse power. The capacities range from 15 to 60 bushels per hour on various kinds of work. The mills crush and grind ear corn, and all kinds of small grain, oil cake, etc.; also crush corn and grind small grain at same time, mixing the two in any proportion desired. A self-feeder is provided for ear corn and all the other conveniences that go to make a first-class modern feed mill.

Probably the most distinguishing feature of the Bowsher Mill is its conical shaped grinders. This cone shape makes it possible to present a correct, shearing edge to the grain at all times. A large amount of grinding surface is secured. The work is done close to the center of the shaft, and extraordinarily light running qualities are secured in consequence. Numerous practical labor-saving devices are also adjuncts of this mill. It is used in all parts of the country among flour mills, grain elevators, stores, etc., and for a machine to do all kinds of feed work appears to come more fully up to the requirements than any that has so far been brought to our notice, being not only a first-class cob mill, but recommended over the millstone for oats and all kinds of chop feed by parties using them. The mill with the elevator attachment certainly makes a very complete outfit, and would appear to "set one up" ready for feed grinding independent of other machinery. We cordially commend them to the milling and grain trade for examination. Pamphlet containing full information will be promptly supplied on application to the manufacturer, N. P. BOWSHER, South Bend, Ind.

GRAIN TRADE OF SOUTHERN RUSSIA.

United States Consul Herman of Odessa, in a recent report says: The condition of the Russian grain trade is such as to cause the future of our farming population much anxiety. The quantity and quality of all Russian cereals has made rapid advance during the past five years. Wheat occupies the first place in the list of exports, one-half of the total quantity falling under this head. The wheat crop of 1888 was enormous in quantity and of fair quality. The total shipment of wheat for 1887 from this port was 20,179,566 bushels, for 1888 it was 34,391,933 bushels, an increase over 1887 of 14,212,367 bushels. These figures will give an idea of the magnitude of the future of the Russian grain trade, and will prepare other countries for the augmentation of Russian exports. Southern Russia is essentially an agricultural region and is but sparsely settled. Labor is cheap and the method of farming is not up to the most advanced standard. Transportation facilities are very poor and for the most part expensive. It is estimated that millions of bushels of grain are lost annually on account of the failure of railways to afford transportation facilities or shelter for grain brought to them for transportation.

In many places large tracts of grain were left to rot down or fed to cattle. This condition of things, as might be anticipated, caused landed proprietors to turn their attention to the advantages to be derived from an increased use of agricultural machinery. The past year was a favorable one for the exporters of these implements, and the entire stock of binders and harvesters, many of which had been on hand for years, was easily disposed of. The American harvesters, binders and mowers are well known here and enjoy almost a monopoly of the trade in these machines.

Great progress has been made during recent years in turning out native-made agricultural machines. There are two firms in Odessa which manufacture an average of fifteen thousand plows a year. Horse-threshing machines are also turned out in large quantities. The general use of agricultural machinery, such as harvesters and binders, cannot be anticipated while the prevailing rate of human labor continues at its present low figure. The high prices of last year were exceptional, and 75 cents a day during harvest is considered high wages.

MISSOURI'S GRAIN INSPECTORS.

The following is a correct and complete list of the officials connected with Missouri's Grain Inspection Department:

Chief grain inspector—Jasper N. Burks of St. Francois County.

Deputy chief inspector—Joseph M. O'Shea of Franklin.

Supervising inspector for St. Louis—Frank T. Washington, St. Louis.

Supervising inspector for Kansas City—John L. Martin of Jackson.

Supervising inspector for St. Joseph—John W. Harmon of Nodaway.

Assistant inspectors for St. Louis—Thomas W. Dandridge of St. Louis, James A. Miller of Lawrence, J. V. McPike of Ralls, John H. Meyers of Scotland, S. P. Broughton of New Madrid, R. P. Thompson of Cole, H. M. Baker of Callaway, W. J. Harris of Boone, W. F. Carroll of Lewis, Frank B. Webb of Crawford, K. H. Morris of Pike, N. W. Edwards of Montgomery.

For assistant inspectors at Kansas City—James Russell of Jackson, Theodore F. Priest of Randolph.

For register at St. Louis—Daniel O'Connell, Tracy.

For chief clerk at St. Louis—W. H. Shaw of Madison.

For office clerks at St. Louis—E. S. Frost of Audrain, Smith Downing of Cole, Charles Rausch of St. Louis, Benton Koontz of Marion, John Hennessy of St. Louis, Walter Crenshaw of Greene.

For chief clerk at Kansas City—J. Rhey McCord of Osage.

For assistant clerks at Kansas City—Baxter Brown of Johnson, John Booth of Jackson.

For chief clerk at St. Joseph—Frank C. McDonald of Buchanan.

For helpers at St. Louis—John M. Gaines of Ste. Genevieve, Ed B. Halligan of Franklin, Richard O'Hearne of St. Louis, Brown Bridgeford of Monroe, Joseph McIntyre of Scotland, John D. Dwyer of St. Louis.

For helpers at Kansas City—John Teasdale of Jackson, M. J. Regan of Jackson, Lewis Neal of Lafayette.



[We invite correspondence from every one in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interests of the trade at large, or any branch of it.]

WANTS A SECOND-HAND FEED MILL.

Editor American Elevator and Grain Trade:—If any of the readers of your paper have a good second-hand roller feed mill which they wish to sell, they may find a purchaser by writing to me.

Yours truly,
Dysart, Iowa. K. K. LIQUIN.

FINDS IT A GREAT AID.

Editor American Elevator and Grain Trade:—I do a small grain business, but I find I can conduct it much more intelligently with the aid of your paper. I inclose one dollar, for which please continue my subscription for one year.

Truly yours,
Mattawana, Pa. WM. M. ATKINSON.

THINK IT VERY VALUABLE.

Editor American Elevator and Grain Trade:—Inclosed please find one dollar to pay for one year's subscription to the AMERICAN ELEVATOR AND GRAIN TRADE for the ensuing year. We think your paper a very valuable one for any one interested in the grain trade.

Respectfully,
Allerton, Ill. ALLERTON & HERRON.

ARE SATISFIED IT IS OF GREAT VALUE.

Editor American Elevator and Grain Trade:—We have been favored with several copies of your most excellent journal, which we have examined carefully and are satisfied that it is of great value to all in the grain trade. It contains a great deal of useful and valuable information, and we congratulate you upon your success. We inclose one dollar for one year's subscription.

Yours truly,
New York, N. Y. CATTELL & Co.

A NEW ELEVATOR AT MINNEAPOLIS.

Editor American Elevator and Grain Trade:—Our elevator, No. 1 (regular under the laws of the state of Minnesota and Minneapolis Chamber of Commerce) is now ready to receive grain. No charge for switching will be made for grain consigned to the "Interior" from points on the M. & St. L., Omaha & Northwestern; from Milwaukee and St. Paul, 50 cents per car; from other roads and to mills, switching charge will be made the same as from other elevators on the M. & St. L. Ry. Our No. 2 elevator will be ready for business Nov. 15, and is especially adapted to the transfer and cleaning of wheat and coarse grains.

Respectfully,
Minneapolis, Minn. CHARLES T. PEAVEY,
Gen'l Manager Interior Elevator Company.

WANTS ABUSES DONE AWAY WITH.

Editor American Elevator and Grain Trade:—We have been much interested in the replies you have been publishing from your correspondents in relation to abuses in the grain trade, and we think it will result in much good to the trade, if it has not already done so. Of one thing we are certain, we are receiving much better weights than formerly. While we believe in giving the devil his due, we cannot agree with some of your correspondents that the railroad companies should be relieved from responsibility. We think they, one and all, should be compelled to give a clean bill of lading and accept shippers' sworn weights, or furnish facilities for properly weighing the grain at original place of shipment; then if shortages occur at destination the railroad company should pay for the shortage at market value. We think if this were to become a general law, the shortage question would soon disappear, as after the railroad companies had paid a few thousand dollars in this way, they would see to it that this grain was properly weighed by purchasers and elevator companies.

From an experience of twenty years in the grain business we can safely say that first and last we have lost

money enough by leaky cars and short weights to buy a farm of 160 acres at \$100 per acre. To those of your correspondents who have never lost a bushel by leaky cars or otherwise, we beg to offer our congratulations for their extreme good luck, and would advise them to buy lottery tickets, as they would be sure to draw a prize.

As to the inspection business, every one in the grain business knows it is more or less a farce and needs a thorough overhauling. In conclusion we will say, let the good work go on until the grain dealers of the country can receive the same protection for the safe delivery and honest accounting of their grain that people get for other classes of merchandise.

Yours respectfully,
WISCONSIN SHIPPER.

BELIEVES IN UNIFORM GRADES.

Editor American Elevator and Grain Trade:—The present inspection of grain being crude, irregular and unsatisfactory to dealers, exporters and farmers, it is of the greatest importance that united action on the part of all concerned be taken. The Department of Agriculture should establish and maintain permanent grades, binding alike in every state of the Union. I do not share the views of some of your correspondents who condemn the railroad officials for shortages on deliveries, for in many years' experience I have ever found them, as a rule, disposed to do right, and if the Western shipper gives light weights he only is to blame.

I hold the opinion that when a car of grain, seed or feed is loaded in bulk and the car properly sealed, if the car arrives at its destination with seals intact, it is the duty of the shipper to make good any shortage to the Eastern purchaser. At present if any shipper becomes notorious for light weights, or any Eastern dealer continually claims shortages, their standing is soon known and their trade declined. But I protest against the action of some shippers who refuse to pay shortages without first deducting 1 per cent. as a wrong against the purchaser.

Respectfully,
Middletown, N. Y. R. R. CORDNER.

GRAIN SHIPPERS' ASSOCIATIONS SUGGESTED.

Editor American Elevator and Grain Trade:—I am greatly pleased to know that you are trying to awaken the grain shippers of the country to a knowledge of what their rights are, and I hope that you will succeed in spurring them on to forming organizations and doing away with the abuses from which the trade is suffering. My shipments to Chicago are frequently reported short of what I claimed to have put in the car. Although considerable more than 50,000 bushels of grain are shipped from this station every year, still the railroad company has never put in scales.

I keep account with each bin, and I have not once received payment for as many bushels of grain as I placed in the bin, and I allow for shrinkage, too; do not deduct it from the seller's wheat, as I understand the elevators at terminal points do, but stand it myself. The owner of grain should stand all loss caused by shrinkage while it is in his possession. He bears the loss caused by a decrease in value, and I cannot think of any reason why he should not stand the loss caused by a decrease in quantity.

I do not propose to bear the losses caused in these or any other ways any longer than I can possibly help it. I have elevators on two lines of railroads and I intend to make a strong effort to have the grain men along each of these lines form an association and demand what is rightly due us. If we succeed in compelling the railroad companies to put in scales we will not then suffer from shortages, real or alleged. The railroad company will have to deliver exactly the amount received, or make good the deficiency. Then, too, we will know the amount delivered at terminal elevators, and no deduction can be made there to allow for shrinkage in the future.

While I sometimes think I have cause for complaint against Chicago inspection, still, taking everything into consideration, I feel satisfied that it is as fair as at any other place.

ILLINOIS SHIPPER.

According to the report of the Michigan State Board of Agriculture issued Oct. 9 the yield of wheat in that state will be 23,127,000 bushels. The report states that "no wheat ever grown in this state was of poorer quality. The average yield for the state was 15.93 bushels per acre. The average yield of oats is 31.49 bushels per acre, corn 46 bushels and barley 27 bushels."

WHERE WOMEN SPECULATE.

A building near the Chicago Board of Trade is occupied by a bucket shop "exclusively for ladies." No man is allowed inside, and this circumstance has given an edge to the various stories which for two or three weeks have been afloat in the Board of Trade district about its rich carpetings, carved furniture, costly curtains, and bric-a-brac, as well as vague tales of the beauty and mysterious actions of its habitués.

A reporter gained access to the place. It is a medium-sized room plainly fitted up. The customary blackboard covers one wall and a brussels carpet the floor. The "costly curtains" consist of plain shades; the "paintings" a picture of a patent corset. The only article that could possibly be defined as bric-a-brac was a cuspidor, and it held several cigarette stubs. Twenty or thirty cane-seated chairs were occupied by as many women. The majority were pronouncedly middle-aged, a few were positively venerable, the remainder being near that feminine point of life which is not dated.

Not one of the women bears any appearance of being in affluent circumstances. None were richly dressed, while several were verging on shabbiness. The impression which an ordinary bucket shop gives an observer—that its habitués are playing away their grocery money—suggested itself here.

Half a dozen of the women crowded around a ticker superintended by a young man in his shirt sleeves. The rest watched a little boy in a Fauntleroy suit playing at chalking up figures on the blackboard.

"This is a pleasant room," ventured the reporter to a portly woman in faded black.

"Yes, it is real nice. Mr. Bradley tries to make everything pleasant for us."

"How heavily do they speculate here?"

"O my, I don't know," the portly female replied. "Some ladies buy as much as \$10 worth, but most of them, I guess, invest \$2 and \$3 at a time."

"Don't they ever sell—sell short?"

"Well, now really I'm afraid we ladies don't quite understand that—at least some of us. But some of us make money. That young lady near the window with a white feather on her hat made \$6 yesterday. How much did she lose first? O, I couldn't say. There was a lady friend of mine who used to come here who lost \$20 though. She told her brother all about it, and said she couldn't see why she couldn't make instead of losing. He said he couldn't see why a colt couldn't wade across a river without getting its feet wet. But then he was a man, and men are so unsympathetic. Look at Fanny Blinn on the big board. She's made hundreds and hundreds of thousands of dollars, and she's a woman. We would all buy over there if we had money enough; but we have to begin."

INSPECTOR BURKS TALKS.

Jasper N. Burks, chief of Missouri's grain inspection department, when interviewed recently in regard to the criticisms which have been made regarding his fitness for the position of chief inspector, said:

"So far I have attempted no defense of myself, preferring to wait and let the people judge of my qualifications after an opportunity has been offered me to either score a failure or success. It is plainly unjust to condemn a man before he has been tried. The very fact that I have been criticised will only increase my zeal to discharge the duties of chief grain inspector with double care and precision, and I think that every assistant shares this responsibility with me.

"No, I have nothing to say about the men who criticised, but I hope to be able to discharge the duties of my office in such an acceptable manner that they will be convinced of their error."

Colonel Burks thinks that the volume of grain to be handled this year will far exceed that of last year. He has no knowledge of any attempt to question the validity of the law regarding the report that the St. Joseph elevator men would contest the act. Colonel Burks said that he thought this was a mistake; that he had letters from St. Joseph showing that the grain dealers favor the law.

Estimating flour as wheat, the receipts of grain at Buffalo from the West during October was 4,186,170 bushels more than for October, 1888.

Corn-cob pipes have become so popular that a farmer near Washington, Mo., recently sold 100 bushels of corn for \$30 and got \$27 for the cobs.

THE CHICAGO RIVER AND ITS ELEVATORS.

Of the three main divisions of the Chicago River, the South Branch is the most important.

The South Branch begins at "the forks" below Wells street bridge, and runs in a line due south as far as Twelfth, where its zig-zag, serpentine course begins. From this point on to its ostensible source, the creek is winding and irregular until the junction of the canal is reached. Here the waters divide, one branch running west and the other continuing to the south.

The South Branch is not a sylvan stream, either. It has been asserted, and on reasonably good authority, that so thick a coating of scum and refuse matter has gathered on the surface of the south fork near the Stock Yards that a fully developed cat crossed the stream without getting its feet wet.

There are many stories extant at the expense of the southerly portion of the south fork, but little stock is taken in any of them. One of these went so far as to depict a somnambulist walking on the surface of the water. Another is to the effect that the only attempt at suicide ever attempted down there was thwarted by the solidity of the surface coating. This story is supplemented by another equally tough. A sailor is reported to have fallen from aloft, a distance of eighty feet, over the side into the river. When dragged aboard it was found that his leg had been broken above the knee by the resistance offered to his fall as he struck the water.

The elevators of Chicago, by long odds the most extensive in the country, are valued at \$10,000,000, giving employment to 630 men. Below will be found a list of the elevators on the Chicago River, together with their capacities, 65 per cent. of which are on the South Branch:

	Capacities.
Illinois Central, "A".....	1,000,000
Illinois Central, "B".....	1,500,000
Chicago, Burlington & Quincy, "A".....	1,250,000
Chicago, Burlington & Quincy, "B".....	800,000
Chicago, Burlington & Quincy, "C".....	1,500,000
Chicago, Burlington & Quincy, "D".....	1,800,000
Chicago, Burlington & Quincy, "E".....	1,000,000
Rock Island, "A".....	1,500,000
Rock Island, "B".....	1,100,000
Galena.....	700,000
Air Line.....	700,000
Northwestern.....	500,000
City.....	800,000
Iowa.....	1,500,000
St. Paul.....	800,000
Illinois River.....	175,000
Chicago and St. Louis.....	1,000,000
National.....	1,000,000
Armour.....	2,500,000
Santa Fe.....	1,500,000
Wabash.....	1,500,000
Indiana.....	1,500,000
Neeley.....	600,000
C. and D.....	350,000
Pacific, "A" and "B".....	1,500,000
Seaverns.....	900,000
Hess.....	250,000
Weiss.....	300,000

Grand total.....31,025,000

In round numbers, there is invested on the Chicago River \$78,000,000, of which two-thirds is on the South Branch. There are 23,782 men employed, upon whom 55,000 persons are dependent. The wages paid per day during 240 days of river traffic, foots up \$52,306, or a total paid for wages alone in the 240 days of \$12,553,440.

The Chicago River is a thrifty institution. In appearance it is about as ornery and miserable looking a creek as one could find in a search of the globe. For all this, however, its bread-winning qualities atone a thousand fold.—*Chicago Inter Ocean.*

BETTER PRICES FOR HARD WHEAT.

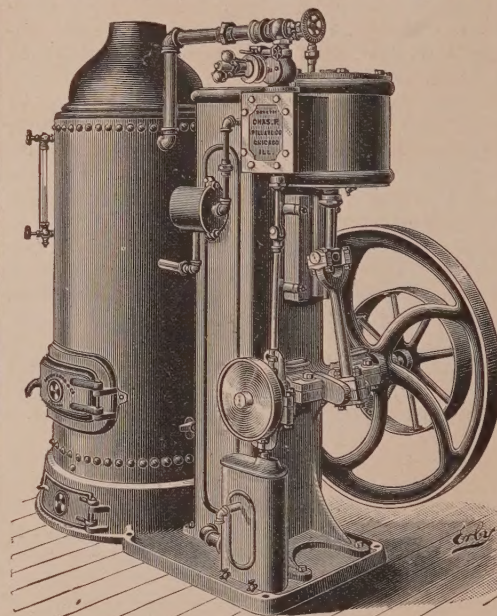
It is exceedingly desirable, says the *Pioneer Press* of St. Paul, that our grain dealers and farmers should be emancipated from the control which the Northwest has thrown off in its general commercial dealings. The fact is that we raise here the best wheat in the world, a grain that is altogether incomparable, and an object of desire to every milling interest in Europe. We have a monopoly of this most valuable product; and yet it is scarcely known in its purity to the foreign dealer, and the price which the Minnesota and Dakota farmer receives for it is less than these people are willing to pay. We are not getting our rights, and the European consumer is not satisfied; simply because the process of marketing our wheat is such at present that it is almost invariably mixed with lower grades before it reaches the hands of the foreign

buyer, and Northwestern grades are lowered and the Northwestern grain product misrepresented.

The remedy for this evil is reasonably simple. The dealers of Chicago and New York, as well as those of New England seaports that do a grain exporting business, have direct and intimate relations with the grain dealers of Europe. There is no reason why the dealers in our primary points of supply, Duluth, Minneapolis and St. Paul, should not establish a similar connection. If our grain passed directly from our hands into those of the foreign consignee, we could keep control of it and see that our grade standards were not violated. We should escape the tax of the Eastern middlemen, while at the same time we prevented the more serious injury of admixture with wheat of an inferior quality. The whole world is our market, and we are entitled to the price which a superior article will always bring.

WILLARD CONDENSING ENGINE.

The extensive sale of gas engines and hot air engines, notwithstanding the high cost of the engines, and of gas, reveals the very general demand for an engine of small power, say 2 to 4 horse power, for the use of small indus-



WILLARD CONDENSING ENGINE.

tries, which shall be perfectly safe, and the manufacturers of the Willard Condensing Engine (of which we give an illustration) who have been engaged in the manufacture of small engines of various types for the past ten years, believe that, in this new engine, which they have now put upon the market for the first time, they offer a motor which possesses all the advantages of other motors of this class, and is free from the structural faults that exist in some of the other machines. The manufacturers claim that the cost of fuel will not exceed one cent per horse power per hour; that it requires no watching; does not increase the rate of insurance; can be safely managed by a person having no knowledge of engines, and that it is absolutely safe under every and all circumstances, and cannot be exploded because there can be no steam pressure whatever.

The manufacturers, in putting this engine upon the market, desire to impress upon the public the fact that it is not a hot air engine or a kerosene oil engine or a gas engine, but is a condensing engine, using a small quantity of steam at less than one pound pressure, burning wood or coal, and is perfectly simple and reliable; making no noise or objectionable smell.

A full descriptive circular with illustrations and prices can be obtained by addressing CHAS. P. WILLARD & Co., 236 Randolph street, Chicago.

It is said that "a kernel of corn which James Drew of Preston, Conn., carried last spring for a pocket piece, fell through a hole in his trousers, and nature planted it where it dropped, in an out-of-the-way spot on his farm. James let the cornstalk from the kernel grow, and it bore two mammoth ears. On one ear are twenty-four rows of kernels, and there are 700 kernels in all." With such wonderful results farmers should use their trousers' pockets exclusively for planting corn.

OVERESTIMATED CROPS.

Some foolish things were said at the convention of farmers in St. Louis. These were duly reported, while the wise sayings did not all find their way into the papers. The reason for this is that the remarks were made privately. There is one point on which many of the farmers were in accord, and some expressed themselves strongly on the subject. It was on the injustice done them as a class by the official statistics of crop yield that have been sent out from Washington for several years past.

The idea prevailed, and it is entertained by not a few intelligent men other than farmers, that the statistician has persistently leaned to the theory of big crops, and that in doing so he has been acting in the interest of men whose business it is to do all they can to depress prices of farm products. It is well enough to listen to high-sounding talk about enormous yield in some localities at the expense of the rest, but when it comes to massing all these claims and giving them weight in sending forth to the world an official statement of the total a pardonable pride is gratified at the expense of the men who produce the grain which is the subject of exaggeration.

Take the wheat crop as an example; the estimates of the last six years, with one exception, have been understood to warrant the belief that a large surplus remained over at the beginning of each harvest, and a comparison of the figures was used several times last summer to prove that there was a big stock of old wheat on hand in July. Subsequent experience proves that nothing could have been further from the truth. Reserves were never nearer the point of exhaustion than when the new wheat of this year began to move, and the rapidity with which it was taken to fill empty bins and provide for current milling requirements was subject for astonishment with those who took the trouble to keep track of the movement. The foreigners have not bid heartily for the grain simply because of their belief that a large crop in the United States this year supplements an untold surplus left over.

It was quietly suggested that if the crop statistician at Washington leaned as much the other way as he has uniformly done in the direction of liberal grain estimates it would make a difference of not far from one hundred million dollars per year to the selling value of the wheat and corn crops. It may fairly be claimed that the over-estimates which have been issued at the expense of the farmers have for each of several years past made a difference of more than the amount stated—one hundred millions of dollars—in the selling value of all the crops of the farm in the United States. Under such conditions it is no wonder that many farmers are disposed to regard Mr. Dodge as their worst enemy, and fervently desire a change in the head of his bureau.—*Chicago Tribune.*

BREADSTUFFS EXPORTED DURING SEPTEMBER.

The official report of the Bureau of Statistics shows that during the month of September we exported breadstuffs valued at \$9,874,788, against \$12,758,169 for September, 1888, and for the three months ending Sept. 30 we exported breadstuffs valued at \$33,044,509, against \$32,769,347 for the corresponding period of 1888. For the first nine months of the year we exported breadstuffs valued at \$90,274,218, against \$83,261,293 for the same period of 1888.

During September we exported 3,945,508 bushels of wheat, against 6,532,156 bushels in September, 1888, and for the three months ending Sept. 30 we exported 14,021,936 bushels, against 17,114,923 for the same months last year. Our exports of corn for the month amounted to 4,910,152 bushels, against 3,955,542 bushels for September, 1888, and for the three months ending Sept. 30 we exported 16,332,573 bushels, against 9,044,090 bushels for the same period of 1888.

Our barley exports for the month amounted to 274,858 bushels, against 61,338 bushels for the preceding September. For the three months ending Sept. 30 we exported 388,011 bushels of barley, against 120,848 bushels for the same period of 1888. During the month we exported 447,546 bushels of oats, against 82,868 bushels for September, 1888, and for the three months ending Sept. 30 we exported 871,779 bushels, against 170,470 bushels for the same months of the preceding year.

The exports of rye for the month aggregated 95,079 bushels, against 45,201 bushels for September, 1888. For the three months ending Sept. 30 we exported 403,105 bushels, against 52,701 bushels for the same period of 1888.

AN EASTERN GRAIN FIRM.

The Poughkeepsie, N. Y., *Eagle* in a recent edition describes the personnel and plant of a representative grain firm, James Reynolds Elevator Company. The *Eagle* says:

"The position this firm holds in the business community of this city is one that it may well be proud of. Commencing but three years ago, the young men composing it have by diligence and enterprise built up their business until now they have by far the largest of the kind in this section of the country.

"The elevator of the firm is a large stone structure, 50x40 feet, with seven stories and a total height from basement to top of the tower of 102 feet. It has a bin capacity of 20,000 bushels and storage room for 1,000 tons, and contains the very latest and best machinery for elevating, weighing, cleaning, grinding, bagging and delivering grain and feed. The property is located at the corner of Garden and North streets. It has a frontage on the New York and Massachusetts tracks of 600 feet and on the Bridge Railroad of 325 feet, on Garden street 250 feet, and 100 feet on North street. A switch to the elevator affords means of receiving cars of grain, feed, etc., directly from the West. This gives the very best facilities for shipping goods into Dutchess and Ulster counties.

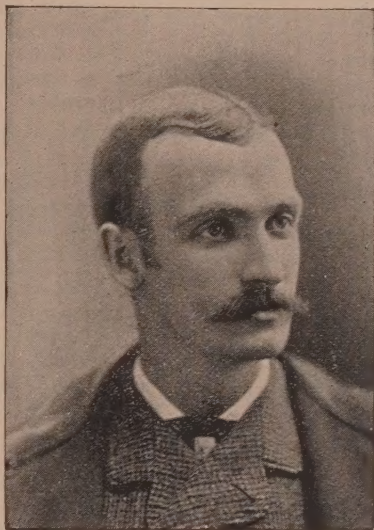
"The main office and retail stores are very conveniently situated in Union street, in the rear of the new postoffice. The buildings have a frontage on Union street of 110 feet, also a driveway to the rear, which enables them to give

room especially provided for the purpose. The Elevator Company is also sole agents for the celebrated Retsof salt, which is mined and comes to the trade in a variety of sizes. In lumps it is used exclusively for horses and cattle. One size of the ground salt is suitable for use in packing pork; a smaller size is used in dressing hides, and again a smaller size is used in the manufacture of ice cream. It is very strong, and much cheaper on account

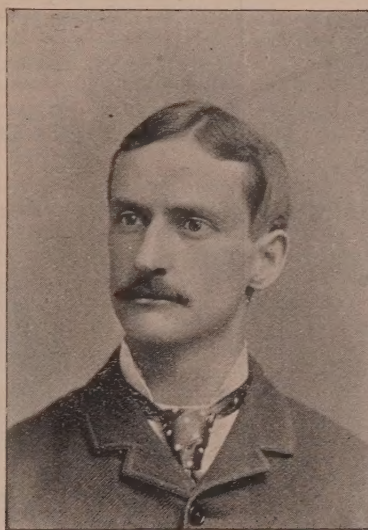
community and a large circle of friends in the city, his success was almost certain. Last January a partnership was formed with Mr. Charles W. Swift, under the firm name of James Reynolds Elevator Company.

"Mr. Swift is about the same age as Mr. Reynolds. He is well and favorably known in the city and throughout the country, and is possessed of rare business qualifications. He is a director in the Farmers' and Manufactur-

ers' Bank of this city, a trustee of the Poughkeepsie Rural Cemetery Association and a member of the present Board of Supervisors. He has charge of the office and of the financial affairs of the company, while Mr. Reynolds looks after the buying and the general management of the business."



JAMES REYNOLDS.



CHAS. W. SWIFT.

DEMAND FOR FLAX.

The Auckland *News* recently contained the following article in regard to the flax outlook, which shows that our flax producers are not taking care of their home market: "We learn, on good authority, that large orders for New Zealand flax have during the past few days been cabled over from America to Auckland, at prices which are regarded as most satisfactory to the producers. It is surprising to find how much is steadily coming forward from the country districts in spite of the wet weather. The California mail boats have been taking flax

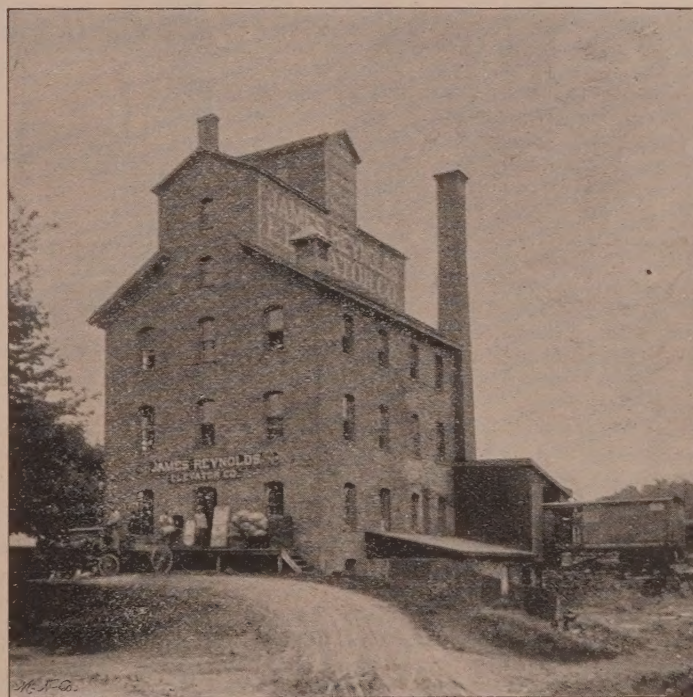
of its strength than any other salt now used for the above purposes.

"Mr. James Reynolds started the business Feb. 22, 1886, when he purchased a small retail grain business in

to a good market in San Francisco for some months past, and the next outward boat will take at least 300 tons more. The market in the United States appears to be steadily expanding, and the demand to keep on increasing as the



JAMES REYNOLDS ELEVATOR CO. STORES.



JAMES REYNOLDS CO. ELEVATOR.

number of customers prompt attention and convenient means of loading. In front of the office is a Fairbanks' hay scale with a capacity of ten tons. H. J. Baker Bro. have made them the sole agents for their fertilizers, which are well and favorably known in this vicinity. They also have the agency of the Chicago Gluten Meal and Blatchford's Royal Stock Food and Calf Meal. Early every kind and quality of feed for horses, cattle, poultry, dogs, and even bees may be found in their stock. The company also wholesales poultry supplies of every kind.

"The LeRoy Salt Company, manufacturers of the fine grades of table and dairy salt, place their goods in the hands of the Elevator Company exclusively, in Poughkeepsie and vicinity. The salt is packed especially for the Elevator Company's trade in packets and sacks of various weights and sizes, which are delivered at Poughkeepsie in carlots and stored in the elevator building in a

Union street. He soon enlarged the business so that more room was necessary. Extensive additions were made to the Union street store, and the present large and well arranged quarters were the result. Last November he purchased the Parker Mill and surrounding property and converted it into the most complete grain elevator in the state. Mr. Reynolds comes honestly by his talent for the grain business. As far back as 1824 his grandfather, James Reynolds, carried on the freighting, grain and commission business at the old Upper Landing. His grandfather was succeeded by his father and uncle, and still later they were succeeded by his brother, John R. Reynolds, recently deceased, and his cousin, Wm. T. Reynolds, who developed the original business into one of tremendous size. With this firm Mr. Reynolds commenced his career in 1873, and gradually worked his way up, until he held every position in their employ. With this experience, a wide acquaintance among the farming

phormium tenax becomes better known. To think of terminating a mail service which practically costs the colony nothing at all, and brings such valuable commercial relations to the country settlers of New Zealand, would be suicidal in every way. Without the connecting link with America, the demand for flax would never have assumed its present proportions, and the most valuable market in the world would have been lost to us. At the present moment there are several thousands of men employed in cutting and dressing flax who would have been out of employment this winter but for the demand in America and the large market that there exists for all the flax we can ship to it."

California ranks first in barley; Dakota is the finest wheat growing state; Illinois ranks first in oats; Iowa in the production of corn; New York in buckwheat and Pennsylvania in rye.

NOVEMBER CORN AND POTATO RETURNS.

The official returns of November to the Department of Agriculture relate to yield per acre and quality. They make the rate of production of corn a full average, slightly above twenty-six and a half bushels per acre, and the quality medium, relatively low on the Atlantic coast, from New York southward, and high west of the Mississippi. The returns of potatoes make the average yield seventy-six bushels per acre. The general average for tobacco of all kinds is 645 pounds per acre. The best corn is in the Mississippi valley, as well as the highest yields. The saturating rains of the coast regions with insufficient sunshine have left the corn soft and chaffy. The crop in highlands especially, if well cultivated, is of better quality. The reduction of quality over large districts will induce rapid consumption and limit stocks reserved for spring use. In the region of commercial corn the quality is generally good. The Irish potato crop is poor in yield and quality in the Eastern and Middle States. The Western states report better results. The Rocky Mountain yields are less than was expected and the quality scarcely medium in a large portion of the breadth. The New York crop is estimated at only fifty-six bushels per acre. The Michigan average is seventy-eight bushels per acre.

THE ORIGIN OF CHESS.

So many farmers have held that chess is a modification of the wheat plant, brought about by winter-killing of the wheat, while others suppose chess to be a degenerate condition of the wheat, that Prof. Panton of the Ontario Agricultural College, has prepared a bulletin on the subject, the pith of which is given herewith:

Chess is widely different from wheat in appearance, so much so that botanists place it in the genus *Bromus*, while wheat belongs to the genus *Triticum*. Couch grass (*Triticum repens*), being in the same genus as wheat, comes much nearer in its character than chess does, and yet no one ever hints that it is derived from wheat. If chess is a degenerated condition of wheat, we might reasonably expect some resemblance to the plant from which it was derived.

The most devoted evolutionist would not expect to see develop in the short space of a few months, owing to the effect of frost, a plant so unlike in structure, form and habit to that from which it is derived. It is only through long periods of time that such modifications in a plant can take place as to change its character so much that it may be viewed as a new species. But in this case one season brings about such a remarkable change that the plant is ranked in another genus, a more comprehensive term than species.

If chess be sown, it yields chess. If it were degenerated wheat, and sown under favorable surroundings, it should soon return to wheat; for we observe both in animal and plant life that a deteriorated form will return to its proper nature when conditions are suitable for growth. Some have gone so far as to say chess will not grow from seed, but this is a mistake that can easily be seen by sowing some of the seed.

Chess will mature seed under adverse conditions, though the plant be only two or three inches high; while if surroundings are favorable it grows three or four feet high before seed is matured. This may account for its never being seen in good crops, while it may be seeding the ground for a more suitable time, when the crop in which it is seeded is injured by frost; then this hardy annual (the seeds of which possess great vitality) is ready to take the vacant soil and yield a crop no longer hid from the farmer's eye.

The conclusions arrived at by all men who make plant life a special study are: (a) that chess is a typical plant, producing seed yearly, which gives rise to plants of the same character; (b) that a seed of wheat cannot be sown so as to produce chess, and (c) that chess cannot produce wheat under most favorable conditions for growth.

In instances where parts of a plant, apparently a combination of chess and wheat, were so mixed as to seem but one plant, close examination proved them to be parts of separate plants, and that the apparent union was not real. In some cases microscopic examination has been required to prove it.

Wheat has been grown in some places and often winter-killed and no chess has appeared. There are places where chess is unknown, and wheat in these passes through all

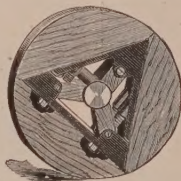
the vicissitudes which seem favorable to the development of this weed in other parts where the plant is common. Farmers careful in using clean seed often have winter-killed wheat unaccompanied by chess.

Liberal rewards have been offered by agricultural papers to any one who could prove conclusively that chess is derived from wheat. No successful competitor has appeared.

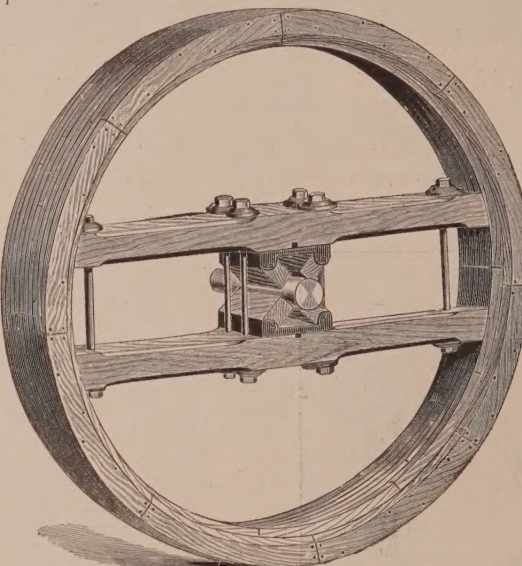
The great remedy for chess is to be very particular about the seed wheat sown. A few chess seeds scattered among wheat do not seem to amount to much in the heap, but if they were taken out one would be surprised at the quantity mixed among the grain.

THE CORNWALL-BARNARD WOOD SPLIT PULLEYS.

Our illustrations show style "A" and style "B" of the Cornwall-Barnard Wood Split Pulleys, which have the distinction of being the only hubless pulley made, and on



STYLE "B."



THE CORNWALL-BARNARD WOOD SPLIT PULLEYS,—
STYLE "A."

which a patent has been granted the present year, with others pending. Style "A" is for pulleys 14 inches in diameter and upward, while style "B" is for pulleys from 3 to 13 inches in size. The cuts are sufficiently explanatory, and we need add but a word.

The rims of the pulleys are turned both inside and out, and thoroughly balanced, so that the pulley runs perfectly true. Each clamping block stands at right angles to the face of the pulley, so that the pressure is squarely against the shaft. It is thus impossible for the pulley to slip on the shaft unless something breaks, as the harder the strain on the pulley, the more firmly will the clamping blocks grip the shaft. The pulley is made so strong that breakage is impossible, and hence the belt will slip on the pulley before the pulley will turn on the shaft. To fit the pulley to a larger shaft it is only necessary to cut a little off each clamping block; and to fit to a smaller shaft only requires a small piece of sheet iron behind each clamping block. The changes can thus be made in the mill without sending for new clamping blocks. The manufacturers claim that it has the firmest grip of any wood split pulley made. It is manufactured by the BARNARD & LEAS MANUFACTURING COMPANY of Moline, Ill., who will quote prices, etc., to interested parties on application.

For the crop year of 1888-'89 ending June 30, there were 1,310,214 cents of barley shipped from California, against 1,014,722 cents for the same months of 1887-'88, and 959,563 cents for the crop year of 1886-'87. Of the shipments made during the crop year just passed, 342,192 cents were from interior points, and the rest was shipped from San Francisco.

Trade Notes.

The Chicago Metallic Roofing and Corrugating Company has been incorporated to do business at Chicago, Ill.

The Charter Gas Engine Company of Sterling, Ill., write us that they have shipped engines this week South Carolina, Minnesota and California, besides sales to points in Illinois. Inquiries and orders are very brisk, not letting down, as is usual when cold weather approaches.

English, Morse & Co. of Kansas City, Mo., write us that their trade on Dodge Wood Split Pulleys is increasing constantly. They carry a large stock, and claim that elevator and mill men will find it to their advantage to use these pulleys, as they invariably give satisfaction where ever tried, and are much more desirable than iron pulleys.

Metcalf, Macdonald & Co., elevator builders of Chicago, write us that they have recently completed a 150,000 bushel elevator for the North Texas Mill and Elevator Company, McKinney, Tex. Also one of the same capacity for the Columbia Mill and Elevator Company of Columbia, Tenn. Both were built on the belt conveyor system.

The Stilwell & Bierce Manufacturing Company of Dayton, Ohio, write us that the Academie Nationale of France, has awarded its grand gold medal to their Victor Turbine, which was on exhibition at the Paris Exposition. Such an indorsement of their work is truly complimentary. Their foreign trade is rapidly extending to all parts of the world.

Messrs. Merchant & Co. of Philadelphia, who already have a large business, report that the demand for their Guaranteed Roofing Plates is constantly increasing. This well-known firm recently closed a contract with the United States Government to furnish the mints with 100,000 pounds copper blanks making for pennies, and 50,000 pounds nickel blanks for coining five-cent pieces.

FACTS ABOUT CROPS IN SOUTHERN KANSAS.

Every one who comes from Kansas these days has his own particular story to tell about the wonderful crops of that state. One arrived from there recently who had spent four or five days in Southern Kansas, and his mouth was going at the rate of 500 revolutions a minute about crops.

"Wheat!" he exclaimed; "you never saw the like! The farmers down in Southern Kansas had to rent the public roads to get room enough to stack the wheat. Wasn't room enough in the fields to hold the stacks. I saw one—"

"How is the broom corn crop?"

"Broom corn! You never saw the like! There hasn't been a cloudy day in Southern Kansas for a month. Can't cloud up. The broom corn crop grew so high that it kept the clouds swept off the face of the sky as clean as a new floor. They will have to cut the corn down if it gets too dry. Some of the broom corn stalks are so high that—"

"How is the corn crop?"

"Corn! You never saw the like! Down in the Neosho and Fall River and Arkansas bottoms the corn is as high as a house. They use step ladders to gather roasting ears."

"Aren't step ladders pretty expensive?"

"Expensive! Well, I should say so, but the children climb up into the corn stalks to hunt for eagle's nests, and sometimes fall out and kill themselves. Fourteen funerals in one county last week from that cause. I attended all of them. That is why I am so sad. And, mind you, the corn is not more than half grown. A man at Arkansas City has invented a machine which he calls 'The Solar Corn Harvester and Child Protector.' It is inflated with gas like a balloon, and floats over the corn tops, and the occupants reach down and cut off the ears of corn with a cavalry saber. Every Kansas farmer has a cavalry saber, and—"

But the reporter, just at this point, had a pressing engagement elsewhere.—*Kansas City Times*.

Kansas farmers cultivated 113,000 acres of flax, 40,000 acres in broom corn and 21,000 acres in castor beans.

THE SPRINGFIELD MEETING AND CHICAGO INSPECTION.

BY AN ILLINOIS GRAIN DEALER.

The Executive Committee of the Illinois Grain Dealers' Protective Insurance Society met the railroad and warehouse commissioners at Springfield Nov. 7, and presented arguments against the stringent inspection of grain in the Chicago market.

The chief inspector, Price, was there to present his case also. He claimed that the rigid inspection of wheat made Chicago a better market than any other in the country. That winter shelled corn would not do to inspect contract, as it would not keep through the summer. The oats question was not touched upon, for want of time.

The claim of Chief Inspector Price that rigid inspection made higher prices than any other market was met first by the argument that contract wheat in Chicago is not wanted by the consumer, as it was kept too high by speculation for their use. That No. 3 grade of wheat was bought up by mills, and was selling lower in Chicago than same quality in St. Louis, Toledo and other markets. That 90 per cent. of the winter wheat failed to grade contract, although most of it was good milling wheat.

The farmer was not benefited by the high price for contract or No. 2 wheat, as no dealer could afford to take one chance out of ten of his wheat grading contract, and pay the farmer contract price less his natural profit on the handling of the same. Therefore the farmer had to sell his crop on the grade of No. 3 or lower.

That the stiff grading afforded the moneyed speculator a chance to run wheat up on the country dealer at any time if he had hedged his country purchases by selling in Chicago, as his wheat would not fill the grade. That the grading of wheat had been made more rigid since Aug. 15 of this year, for some reason. We strongly suspect it was to get the country dealer to sell his purchases after shipping a few cars to market and finding it grading all right, and then to raise the grade, find them short, and squeeze them. The railroad and warehouse commissioners had a letter from Mr. Lindbloom of Chicago to fortify their position that the grading of wheat was just right now, and any lowering of the same would lower wheat in Chicago, and would therefore hurt the farmer.

On investigation we find that this man Lindbloom is one of the biggest "plungers" or speculators on the Board of Trade, and does not handle one pound of wheat from one year's end to another. This certainly must have been known to Chief Inspector Price, and he had the audacity to bring in this man's opinion as an unbiased judge of Chicago inspection.

One of our committee said to the commissioners: "The bulk of the finest crop of corn ever grown in Illinois, and that God ever sent the rain and sun to shine upon, was graded by the Chicago Inspection Department from November to July 1 as No. 3, and sold from one to three cents per bushel less than No. 2 contract corn."

The committee declared that the grading of grain should be liberal enough to allow good milling wheat and dry, sound corn to fill contracts as No. 2. There is nothing the matter with the rules of inspection, but it is in the application of them. They held that this unjust inspection is robbing the farmer and enriching the speculator.

It was further shown that the July and first half of August receipts graded unusually well, about 50 per cent. of the receipts grading No. 2. But thereafter, as the statement shows, only 7 per cent. of the wheat arriving in September was No. 2, and only 10 per cent. of the winter wheat arriving in October was No. 2.

It was stated by one member of the committee that three parties present represented shipments of 2,000 cars or more of winter wheat per year in actual shipments, and that in that sense we were representatives of Illinois shippers. The total receipts of winter wheat were about 14,000 cars in Chicago in 1888, so that these men represented one seventh of Chicago's winter wheat business.

It was shown that many shippers that sent their best wheat to Chicago last July and August are now selling it to millers within or outside of the state at a profit on a basis of No. 2, when they would lose money in shipping to Chicago and selling it, as they would have to do, as No. 3.

It was shown that the option business would be a benefit to the farmer and the grain dealer as originally intended, if the speculative grades would be a fair index of the good milling wheat and good sound merchantable corn, as then the grain dealer could sell it ahead when he

made similar contracts with the farmer and have some hope of grain being fit to fill the sales.

Mr. Price talked of maintaining the sacredness of the present grade. He was met by the answer that of all the wheat inspected in Chicago the opinion of the inspectors as placed upon the different grades was of no value except on the small per cent. of No. 2 that they made; the rest all selling by sample.

The No. 3 being wheat that weighed anywhere from 54 to 61 pounds to the bushel the seller always sells the best by sample and the poorest by grade. That is, this wheat of heavy weight and good color which we claim should be No. 2, is really sold as No. 3 to the best mills in the country, who have found it profitable to employ buyers for the purpose of securing that grade of wheat. Thus they secure good milling wheat for considerable less than the price of No. 2.

The millers do not buy Chicago No. 2 wheat, because they can get as good as they want under the title of No. 3. It was claimed that No. 2 wheat went out at ordinary prices as a rule, as when some of the operators or heavy weights in options made a raid on the market the shippers and millers could then get at its relative value.

What do the farmers of Illinois care for the speculative grade when only 10 per cent. of the wheat that they send to Chicago goes into that grade?

So much time was devoted to the wheat discussion that little was said about corn, but that little to the point.

Mr. Baxter, as has been stated, called last year's crop one of the soundest and best ever grown, yet nearly all the corn was put in the No. 3 grade until July.

The chief inspector asserted that No. 3 corn has not been out of condition for several years, and that it has always come out in good order. Now, the committee represented that if No. 3 corn kept so well it should not be kept sacredly No. 3, but that the farmers should be given a chance to live, and this corn be inspected contract or No. 2. The rules in regard to grading are all right and have sufficient scope to accomplish all we ask, but it is the way they are applied that is objected to. Now, honestly, why does the little 10 per cent. of No. 2 wheat that goes into Chicago cut so big a figure in trade? It is because 70 per cent. of the Board of Trade there deal in wind and pump it up and down and cheat the country into believing they are doing some business, and so attract others to gamble where there are chances in the fluctuation; and they call that "peeness."

A few solid houses handle all the country shipments of wheat and corn. We should say twenty-five houses do the bulk of the business in actual wheat and corn. Mr. Lindbloom, the speculator, is afraid if the country shippers stand up for the farmers and say that his wheat (that the best mills in the country say they can make good patent flour out of and buy on the basis of No. 2 wheat, St. Louis, Toledo or Indianapolis grades) should grade No. 2 in Chicago, that it will hurt his business. Let Mr. Lindbloom tell the country what his business is.

FIRES IN GRAIN ELEVATORS.

It is a well-established fact that the most prolific source of fires in grain elevators is from friction in the heads of elevators, generally occasioned by the clogging and consequent stopping of the carrying belt, causing it to slip on the head pulley, which continues to revolve; thus rapidly generating friction between the pulley and belt, and often originating a smoldering fire in the dust or punk-like deposits in the corners of the head and on the strut board under the head pulley, and such fires are not likely to be discovered until beyond control.

The E. H. Pease Manufacturing Company of Racine, Wis., have perfected a very simple device to guard against contingencies of this kind. We will illustrate and fully describe their invention in our next issue, the article being received too late for publication this month.

Briefly, it may be said, this device consists of an apron or flap, so adjusted in the discharge spout of the elevator that the flow of the grain as discharged from the buckets will raise or lower it, as the case may be. This apron is provided with a short bell crank to which is attached a small wire with a light iron at the lower end, arranged so that when, from any cause whatever, the grain ceases to flow, this bar drops upon an open circuit of wires (attached to an electric bell), thus closing the circuit and sounding an alarm.

The device is so simple that it may be attached to any elevator head by any one who can read the directions, and so inexpensive as to be within the reach of all owners of

mills or elevators. It is designed not only to indicate a stopping of the carrying belt, but also to indicate when the supply of grain is exhausted from any pit or bin, as well as to signal instantly when any pit or bin is filled to its full capacity, thus preventing an overflow.

We believe this device will prove to be what has long been needed by elevator and mill owners, and will also be heartily indorsed by all insurance companies. Look for a full description, with illustrations, in our next issue.

MINNEAPOLIS INSPECTION ASSAILED AND DEFENDED.

It seems that the Minnesota grain inspection department is not grading grain satisfactorily to all concerned, which of course is impossible. The Hon. Knute Nelson is credited with saying that "we farmers around Alexandria have a grievance; not only we, but many other farmers of Minnesota, have a cause of complaint. I don't know where the cause is, but some screw is loose, surely. It looks much like a system of favoritism and partiality. In 1888 the county in which I live had a very poor crop—less than one-third of the regular yield. The grain was poor and shrunken. This year we harvested the largest crop that Alexandria has ever seen, and notwithstanding this fact, the inspected quantity of No. 1 hard is at least one-third less than was given to us last season where the grain was really poor. This state of affairs certainly shows a remarkable ignorance on the part of the inspectors. From Minneapolis comes the cause of our complaint, and were it not for the fact that the railroads discriminate three cents in favor of Minneapolis we should all ship our wheat to Duluth, where the inspection is certainly much fairer. There should be a thorough reorganization of the system, and incompetence, prejudice and partiality should be weeded out of the inspection."

Chief Inspector Clausen, when asked what he had to say regarding the statements of Mr. Nelson, said "that he had an interview with Mr. Nelson at Duluth, and the latter's position on the wheat question was confined to what he considered the unfair inspection of the grain grown in Douglas county and adjoining country this year. Briefly stated, Mr. Nelson claimed that last year the crop was poor in yield and quality and more of it, proportionately, inspected as No. 1 hard than inspects as that grade this year, notwithstanding the present crop of plump, heavy wheat and the large yield." Inspector Clausen takes issue with Mr. Nelson in the statement that the quality of last year's crop in the vicinity of Alexandria, Fergus Falls and adjoining localities was poor, for as a matter of fact, while the yield was poor, the quality was excellent, with the exception of some few fields, the wheat possessing in a large degree the element of gluten, which gives Northwestern wheat its high reputation. The crop of this year in the same locality mentioned is of large yield, but to quite an extent of the light-colored, starchy, degenerated variety of Scotch Fife wheat, a result brought about by its abnormally rapid growth, the prevailing dry weather, and general atmospheric conditions incident to the past growing season. This variety of wheat cannot properly grade No. 1 hard under the most liberal interpretation of the rule governing that grade.

WHEAT STANDARDS AT TOLEDO.

A recent issue of the Liverpool *Corn Trade News* contains the following letter from Mr. John Shannon of this city: "In your issue of the 27th ult., under the head of 'Correspondence' you publish a letter from Denison B. Smith, who is secretary to the Toledo Produce Exchange, in which he says, touching Toledo standards of wheat: 'Our No. 2 red or No. 2 soft is an excellent grade of wheat. If your merchants will import from here great pains will be taken to avoid mixture at the seaboard, where they have become very handy in that depreciating art.' Of course, this gentleman is employed to praise his place of livelihood; he is certainly not employed to besmear the character of other markets, and he knows enough about Toledo's methods to discern very well that his market needs defense, and that no amount of mud thrown at the seaboard can form a breastwork staunch enough to hide its record. I published an editorial in 1888 in reply to a previous attack, wherein I demonstrated the fact that the Toledo market showed an increase of over 100 per cent. of No. 2 red in one elevator, made clean and clear by this 'depreciating art.'"—*Baltimore Herald*.

THE McEVVOY ELEVATOR DECISION.

WHAT THE PAPERS SAY.

The Court of Appeals has decided that the McEvoy Grain elevator law is constitutional. This law provides that grain shall be transferred from lake vessels to canal boats, and from canal boats to sea-going vessels at the rate of five-eighths of a cent a bushel for each transfer. This law was placed on the statute books only after the hardest kind of a fight, and the elevator barons who have been waxing fat for years at the expense of the commerce of New York state, have fought it with desperation. An appeal to the United States Supreme Court will no doubt be made, but the law is intrinsically right, and the decision of the Court of Appeals will be affirmed.—*Express, Albany, N. Y.*

We have repeatedly, in the course of this elevator controversy, suggested what seemed to us the only ground upon which a decision adverse to the law could be hoped for. The only tenable constitutional ground of objection to the law is, not that it violates private rights, but that it infringes upon the domain of Congress in attempting to regulate inter-state commerce. The elevator law can not fail to affect inter-state commerce, for the reason that almost the whole of the grain coming through the elevators by way of the lakes comes on inter-state or foreign consignments. It is, therefore, to be regarded as a subject of inter-state commerce, which Congress alone is authorized to regulate.—*Bradstreet's.*

After considerable delay the New York Court of Appeals has affirmed the constitutionality of the McEvoy grain elevator law of 1888. Before the passage of this law the charges varied greatly, and by combinations of the Buffalo elevator monopoly with the railway companies the Erie Canal boatmen were mercilessly squeezed. The law has helped the boatmen and cut down the exorbitant charges of the elevator companies. Its operation constitutes unquestionably the most expansive and far-reaching application of the police power idea to the control of affairs within a state that has hitherto been undertaken in this country. It is certainly an extremely broad construction of existing law under which owners of grain elevators, who neither ask nor receive special favors from the state, are classed as common carriers.—*Phila. Record.*

The extortions of the elevator owners in this state have for years weighed heavily on the grain producer, the dealer and the consumer. The charges have been such as to impose a depressing tax on the grain business and have been altogether out of all reasonable proportion to the service performed. Moreover, the rates have been raised higher and higher the larger the volume of business offered. The legislature of 1888 enacted a law fixing the maximum charge for elevating, receiving, weighing and discharging grain by means of floating and stationary elevators and warehouses in the state. The rate is known to be a remunerative one, but the elevator owners refused to obey the law and carried the matter to the courts. Yesterday the Court of Appeals handed down a decision fully sustaining the constitutionality of the act. Good!—*New York World.*

H. T. Kneeland, chairman of the committee on grain of the New York Produce Exchange, in speaking of the decision of the Court of Appeals as to the constitutionality of the McEvoy Elevator Law, said: "It is an attack upon the rights of private citizens such as has never been sanctioned before by any law carried up to the Court of Appeals. They say, in fact, 'you private elevator owners are common carriers, ferrymen, ferrying this grain from one craft to another, and you shall do the work at a specified rate, though it be at less than cost.' It seems to me it would be equally as constitutional for the legislature to pass a law that a public truckman should take flour and cart it to a store at 1½ cents a barrel for cartage when it costs more than 2½ cents to cart it."

The argument against its constitutionality is based on that provision which forbids taking of private property without due process of law. The elevator companies, it was argued, are not public but private corporations, and therefore do not come under the undoubted right of state legislatures to regulate the public corporations they have created. To this it was replied that all private property is held necessarily subject to be taken for public use on fair compensation whenever necessity or public interests require. Public interest obliges the owner of real estate to sell it for right of way for a railroad or canal whenever the state grants the charter or passes the law authorizing their construction. It was

under this power of the state that the Erie Canal was dug through the lands of private owners. To say that the legislature had power to take lands from those owning them for the use of a canal, and that it had not power to fix the terminal charges, is an absurdity that could not befog so intelligent a body of lawyers as the New York Court of Appeals.—*American Cultivator.*

When the constitutional amendment to free the canals from tolls was pending, opposers asserted that the change would be offset by increase of terminal charges and extortion by elevator owners. They were right in their prediction concerning elevator charges, and their representatives in the legislature saw long ago that some action must be taken to secure benefits contemplated by the amendment. After most strenuous opposition they passed a law declaring, in effect, that the state had a right and firm purpose to protect its commerce and its industries against excessive charges. Having large capital with corresponding influence they were able to delay wholesome reform earnestly sought by friends of the canals. But their capital and influence have not proved sufficient to sway the judgment of upright judges, and the law now stands affirmed by the court of last resort. This is a great gain. It removes one of the most serious objections against free canals. It removes the burden of excessive taxation on our internal commerce. It will operate as a stimulus to many industries and the people may well say they have gained triumph.—*Husbandman, Elmira, N. Y.*

The decision of the Court of Appeals of New York in the elevator cases continues to attract considerable attention and comment, some complaint being heard of what is termed the practical confiscation of private property, resulting from the fixing by authority of the state of a maximum charge for elevating grain. The authority of the state to regulate their charges seems to rest upon the fact that by and under the authority of the state they occupy a special location, giving them special privileges and enabling them to combine for the fixing of prices for what is an essential part of the operation of transferring grain from one part of the country to another. It is now generally admitted that the business of common carriers is subject to regulation by the state, and it is difficult to see by what principle these elevators, which are really an essential part of the carrying system, can be exempt from that authority. Of course we see the importance of caution in such legislation, and would regret to see injustice done; but it is to be remembered that if the laws are to represent the will of the people, monopolies of all kinds are to be more and more interfered with, for the people do not like them.—*American Machinist.*

OUR WHEAT EXPORTS.

Although we harvested a good crop of wheat this year, our exports for August and September do not compare favorably with former years. Only about half as much was exported during September as during September, 1888, and for the nine months ending Sept. 30, we exported only 31,069,965 bushels, against 37,654,962 bushels for the same months last year.

Great Britain and Ireland are of course our best customers, and during the first nine months of the present year took 20,514,067 bushels of our wheat, against 23,844,906 bushels for the same period last year. During the same period Germany only imported 11 bushels of our wheat, against 31,659 bushels last year; France 2,399,558 bushels, against 6,634,885 bushels last year; other European countries 3,485,712 bushels, against 5,377,651 bushels last year; British North America 1,911,328 bushels, against 1,521,918 bushels last year; Central American states and British Honduras 51,224 bushels, against 34,516 bushels last year, and to other countries 2,708,065 bushels, against 209,427 bushels for the same period of 1888.

Of late years a large part of the surplus available for export has been sent out of the country in the shape of flour, and this accounts for part of the decrease in our wheat exports, but a stronger factor which caused our wheat exports for August and September to be less is the fact that European countries have been able to obtain home-grown wheat for a less figure than they could American, but of late they have been offering more and a number of cargoes have left the Atlantic coast for the other side.

Great Britain and Ireland will need as much wheat as last year, and as Russia and India had a short crop, we will undoubtedly export more wheat than we have done for several years.

SCREENINGS.

A buck it shop—the faro bank.

The man who cuts the corn is an operator in stalks.—*Washington Capital.*

Wheat goes up, and wheat goes down; but the broker's commissions go on forever.—*Chicago Journal.*

Out in Iowa corn is said to be king. The king, therefore, must be on his ear.—*Rochester Post Express.*

The buckwheat crop this year takes the cake over a former seasons. It wins by a mere scratch, however.—*Philadelphia Press.*

A Chicago paper prints an editorial on "The Risk of Grain Elevators." The risk is greatest after the grain has been distilled into whiskey.

The officers who arrested the Board of Trade man by mistake made an unpardonable bull, but the Board of Trade man had to grin and bear it.

The crops of the country have been very good this year, but they shrink into insignificance when compared with the enormous yield of crop statistics.—*Chicago News.*

"Why should I deny myself the pleasures of life?" said a Chicago man to the minister. "For the sake of the future." "Ah, but I've made it a rule never to deal in futures."—*Merchant Traveler.*

The trust fever has produced some queer specimens of insanity, but the queerest and most hopeless specimens remained to be shown by the trust of so-called wheat growers.—*Milling World, Buffalo.*

Our eminent agricultural friend, Farmer Chauncey M. Depew, will feel grieved when he reads those resolutions adopted by the wheat-growers' convention at St. Louis. They seem to have been written by the Cobden Club.—*Evening News.*

The Farmers' Federation is a new organization of the granger order which proposes that the raisers of wheat shall fix the price themselves by "cornering" the supply, and the promoters of the enterprise shall fix themselves financially by "cornering" the dollars of the farmers who buy stock in it.—*Chicago Journal.*

One of West Superior's elevators has a whistle which plays the chromatic scale and goes through numerous indescribable musical gyrations when calling an inspector. Wouldn't it be well to send it to the World's Fair, which is to be held in Chicago in 1892? There surely is nothing like it, either in this country or abroad.—*Duluth News.*

The sheriff of Wood county, Ohio, is after a farmer who lives all alone and has fourteen dogs to guard his house and four spring guns set to guard his barn. He was once robbed of a bag of oats, and he took it as a warning and is acting accordingly. The farmers around him claim that the barking of the dogs can be heard two miles.—*Pittsburg Dispatch.*

The chigger may chig with all his might, and the mocking-bird mock and sing, but the Kansas crop it takes the cake, and corn, you bet, is king. The crickets may crick and the frolegs frog and the farmer sing his strain, for in Kansas corn is away on top, a result of plenty of rain. The chinch-bugs may chinch and the grasshoppers grass and the hot winds make you tired, but if any one says there are such things here, just call him a horrible liar. Now Oklahoma may boom and Texas may howl and Missouri shoot off her chop, but Kansas is the place to get a good home and raise a great big crop.—*Echo, Colliwater, Kan.*

English statistics report that England will have to import 147,000,000 bushels of wheat. The United States has that amount to sell and will sell it to Europe if our speculators do not succeed in getting the price so high as to send foreign buyers to other countries which will sell them food cheaper.—*Pittsburg Dispatch.*

According to official data, the weight of wheat per bushel for some years past has been below the standard, 60 pounds, and seems to be decreasing. Statistician Dodge of the Department of Agriculture, gives the result of an investigation, through agents and correspondents, of the average weight of wheat per bushel by states. The average weight of six wheat crops, those of 1883-1888, is set down as 57.7 pounds per bushel. The present average is still lower—56.5. The estimates for the spring wheat region are still very low, from 53.7 pounds in Dakota to 55 in Nebraska.

Points and Figures.

Mr. A. A. Munger, the elevator man of Chicago, is said to have lost \$343,000 in the Western Freight Claim Bureau swindle.

According to the October report of the Department of Agriculture the average yield of barley throughout the United States is 23.2 bushels per acre.

From Aug. 1 to Oct. 19 there were 213,267 centals of barley shipped from California to Europe, against 178,246 centals for the same period of 1888.

Indications point to a probable yield this year of 750,000 bushels of oats, 644,000 bushels of barley and 25,750,000 bushels of rye.—*Chicago Daily Business.*

During 1888 Toledo received 11,691,998 bushels of wheat, 2,767,996 bushels of corn, 1,445,516 bushels of oats, 196,188 bushels of rye and 90,572 bushels of barley.

Over 70,000 bushels of wheat were sold at a farmer's sale at Julian, near Hopkinsville, Ky., Oct. 23, the price ranging from 65 to 73½ cents. About 30,000 bushels remained unsold.

The Hon. Knute Nelson has been criticising Minnesota grain inspection, but the grain men seem to be satisfied. Those at Duluth are reported as saying that it was never more satisfactory.

The following table shows the receipts and shipments of grain at Chicago for the month of October, as compared with October last year:

Receipts.		Shipments.	
1889.	1888.	1889.	1888.
Wheat....	3,196,565	1,872,092	1,842,389
Corn.....	6,419,514	9,362,374	9,078,406
Oats.....	6,492,552	7,060,903	5,544,585
Rye.....	471,519	603,939	680,422
Barley....	3,193,975	2,796,264	2,087,304
			1,845,076

During September and October Chief Deputy Inspector Fulton says, Duluth received 8,304,250 bushels of wheat, or an average of 133,939 bushels a day. During October 8,823 cars of wheat were received, 59 cars of corn, 23 cars of flax and 6 cars of oats. Of wheat 4,976,164 bushels were received and 3,604,659 shipped. Duluth's receipts of flax during the month were larger than ever before.

Toledo's grain trade for 1888 was much smaller than it has been before for twenty years, only 16,192,170 bushels being handled there, against 30,234,090 bushels the year before, and 37,564,380 bushels for 1886, 57,078,602 bushels for 1880, 31,851,727 for 1875, and 12,857,250 bushels for 1865. The amount handled last year was less than any year since 1869, when 18,660,949 bushels were handled and during the intervening years the amount only fell below 30,000,000 twice. In 1870 it was 23,714,510, and in 1885, 27,755,443 bushels.

The report of the Kansas State Board of Agriculture shows that the acreage of winter wheat was 1,550,947, and the amount produced 85,031,048 bushels, the average being 22.58 bushels per acre. There were 88,338 acres planted to spring wheat, giving an average yield of 13.46 bushels per acre, the amount produced being 1,189,803 bushels. The average yield per acre of corn was 40.60 bushels; the amount produced, 276,541,383 bushels, and the acreage 6,820,673. The acreage planted to oats was 1,392,098; the amount produced, 47,922,889 bushels.

Below we give a table showing the receipts and shipments of flaxseed at Chicago, by months, so far this year as compared with the same months last year:

	Received.		Shipped.	
	1889.	1888.	1889.	1888.
January.....	94,500	89,000	170,739	184,828
February.....	46,000	94,000	43,127	72,541
March.....	28,500	100,500	78,201	52,767
April.....	16,500	144,000	60,554	105,907
May.....	15,500	111,500	79,180	26,281
June.....	43,000	22,500	21,042	142,838
July.....	40,000	51,000	24,253	146,739
August.....	440,000	373,500	209,611	197,541
September.....	936,500	785,500	712,342	454,049
October.....	932,500	1,002,500	758,719	681,800
Total.....	2,593,000	2,774,000	2,158,273	2,065,372

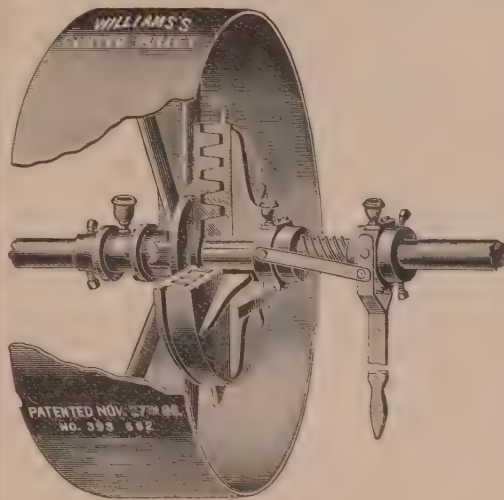
During the month of October 1,131 cars of winter wheat and 1,649 cars of spring wheat were inspected into store at Chicago, against 1,908 cars of winter and 1,472 cars of spring for the same month last year. Of the winter wheat 93 cars graded No. 2, 747 cars No. 3, 207 cars No. 4, and 84 cars no grade; while in October, 1888, one car graded No. 1, 575 cars No. 2, 937 cars No. 3, 355 cars No. 4, and only 40 cars no grade. Of the spring wheat this October two cars graded No. 1, against none for October, 1888; 841 cars graded No. 2, 552 cars No. 3,

239 No. 4, and 15 cars no grade, against 410 cars No. 2, 733 cars No. 3, 316 cars No. 4, and 13 cars of no grade for October, 1888.

WILLIAMS' CLUTCH PULLEY.

We take pleasure in presenting our readers with an illustration of Williams' Clutch Pulley, a simple device for which important claims are made. It can be used for slow or fast driving and its use does away with tight and loose pulleys. Many clutch pulleys and friction clutches have looked well enough on paper, but in actual operation have proved dismal failures. The Williams Clutch Pulley on the other hand is in successful operation in a large number of establishments, where it has given excellent satisfaction. The reasons for this are chiefly its great power and its lack of complication.

This clutch pulley is substantially built and its durability may be relied upon. It consists of two metal discs, male and female, one of them being of cast iron and the



WILLIAMS' CLUTCH PULLEY.

other of a different metal. Each plate has a number of beveled grooves nicely turned and ground into each other so as to exclude the air. The design of this construction is to get positive friction for very fast speed.

The lever device deserves special mention. It can be attached either to a pulley, gear wheel, sprocket wheel, or any kind of a drum, or can be used as a coupling to connect shafting. It can be thrown in and out of gear, at any speed, without stopping the engine, and without detriment to the clutch.

The differential motion of this clutch is obtained by attaching a horizontal bar to the lower end of the lever. This bar having notches cut into it to catch onto a pawl or any other suitable fastening. In this way the frictional surfaces are given any contact desired. The clutches are held in position by a stiff coil spring around the shaft and are disengaged by the lever.

This device is manufactured by MILTON F. WILLIAMS & Co., 1417 and 1419 N. Second street, St. Louis, Mo., who guarantee it in every instance. They will give readers any information desired respecting it promptly on application being made to them.

PURCHASE OF ELEVATORS BY ENGLISH SYNDICATES.

Since our last issue a number of the elevators of this country have passed into the hands of the English, and they are bidding for others, which they will probably secure. It is reported that a syndicate has purchased and paid most of the money for the business and properties of the Star Elevator Company of Minneapolis and of the G. W. Van Dusen Company of Rochester, Minn. On Oct. 21 the stock of the Chicago & Northwest Granaries Company, Limited, of the United States of America, was floated on the London market; share capital, £240,000; debenture capital, £120,000. The board of directors are in London, the board of management in Chicago. The latter is composed of John C. Black, Morris Rosenbaum, Arthur Orr and Levy Mayer. Mr. Van Dusen will also be a managing director.

In the prospectus of the properties it is stated that the Star Elevator Company was established in 1885, and since then has paid dividends of 28 per cent., 23 per cent. and 30 per cent. for the respective years. The building, which is located in Minneapolis, has a capacity of 1,800,000 bushels. The plant of the G. W. Van Dusen & Co.

consists of seventy-five elevators, located along the line of the Chicago & Northwestern Railway and across Dakota. Mr. Van Dusen will be the managing director for five years, and the present staff in general will be retained. They expect to pay at least 15 per cent. on the ordinary shares.

Then another English syndicate has purchased the 130 elevators of the Minnesota & Northwestern Elevator Company, a controlling interest in the Atlantic Elevator Company, which has forty elevators in the Northwest, the mills of the Pillsbury and Washburn Companies and the property of two water power companies at Minneapolis, paying, it is said, \$8,000,000 for the same.

Another elevator company whose property the English have been negotiating for is that of the United Elevator Company of St. Louis, which controls all the elevators in that city. An English syndicate has an option on the majority of the stock of the company and have sent experts to look into the financial and material conditions of the company.

It is also reported that an English syndicate have purchased the eight elevators of Munger, Wheeler & Co. at Chicago, paying therefor \$2,250,000. This system of elevators is the largest in Chicago, and has a total capacity of 6,500,000 bushels. It comprises the following elevators: "Iowa," capacity 1,500,000 bushels; "City," 1,000,000 bushels; "St. Paul," 900,000 bushels; "Union," 800,000 bushels; "Galena," 700,000 bushels; "Air Line," 700,000 bushels; "Northwestern," 500,000 bushels, and "Fulton," 400,000 bushels. The company is composed of Hiram Wheeler, A. A. Munger, George Henry Wheeler, Charles Wheeler and James R. McKay.

This transaction, which has been under way now for some time, is the most important event that has happened to the Chicago grain trade for years. There is good reason to believe, too, that it is but the forerunner of most important transfers yet to come. Every elevator company in Chicago has been approached at various times by different persons, but all representing the same syndicate. The responsibility of this syndicate is unquestioned.

THE MONEY IN DIRT.

A writer in the *Farmers' Review*—probably an avaricious farmer—says: "I can almost remember the time when winnowing machines were denounced from the pulpit in Scotland. The minister in one parish kirk in Forfarshire denounced the 'fanners,' advised his hearers to continue to use 'the wind of heaven' for winnowing their grain, and not employ 'the wind o' the deil frae thae new-fangled fanners,' which at the time were being experimented with on a neighboring farm. There should be neither superstition nor prejudice against the use of the 'fanners' on the farms in our own country."

"Wheat which contains on its arrival upon the Chicago market grass seed, 'cockle,' wild buckwheat, chaff, broken straw and similar 'foreign bodies,' no matter how plump, sound and heavy the wheat kernels may be, will be graded by the state grain inspectors No. 3 or No. 4, according to the amount of dirt it contains. These grades will range in Chicago at the present market price from 7 cents to 15 cents below the price paid for No. 2 wheat. In this we refer only to wheat which if clean would grade No. 2, and not to such grain as mis-grades on account of being damp, soft, frosted, grown, or otherwise damaged in the kernel.

"The cleaning of grain costs in Chicago, say 2 to 3 cents per bushel; thus when a Chicago buyer purchases No. 3 or No. 4 wheat he has simply to clean it sufficiently at this expense to get it to grade No. 2, whereupon he sells it again for the advance that grade brings over the price of the low grades. In other words, he gains from 5 cents to as high as 14 cents per bushel by simply cleaning the wheat. Why should not this respectable profit go into the pocket of the grain grower instead of the grain buyer? There is no reason so far as we can see why the latter—the farmer—should not have the profit.

"But all wheat has not to be cleaned after it arrives in Chicago. The country elevator man often makes his chief profit from buying dirty grain from farmers at low prices, cleaning it at little expense, and shipping it to grade No. 2 at a handsome profit. Would it not be a good plan, therefore, for our readers to clean their wheat before taking it to the elevator at the local railway station? Country elevator men are apt to 'dock' even fairly clean wheat on account of dirt, thus discouraging the cleaning of the grain by the grower, but they must be forced out of this habit, and this the farmers can do."

ELEVATOR AND GRAIN NEWS

A new elevator is to be built at Angus, Neb.

The old elevator at Panola, Ill., has been repaired.

W. J. Ingle of Dayton, Ore., has sold his warehouse.

Schuyler, Neb., is to have a \$50,000 linseed oil plant.

A co-operative elevator is to be built at Lowry, Minn.

Wichita Falls, Tex., is to have a large grain elevator.

H. Evenson has closed out his grain business at Calmar, Iowa.

W. B. Miller has disposed of his grain business at Kent, Iowa.

A new flax and jute mill will be erected at Wilmington, Del.

Hill & Kinsey, dealers in grain at Roberts, Wis., have sold out.

A \$300,000 malt house will soon be erected at Indianapolis, Ind.

Work has been commenced on a new elevator at Hubbard, Minn.

Nicholas Blau, a grain dealer at Forest Junction, Wis., has sold out.

John Kennedy, grain and hay dealer of Dedham, Mass., has sold out.

Helena, Ark., has prospects for a cotton-seed oil mill to be built soon.

The people of Rulo, Neb., are very anxious to secure a grain elevator.

A cotton-seed oil mill will probably be built at Lafayette, La.

David Wood has sold his grain and coal business at Lake City, Col.

A cotton-seed oil mill will be built by a stock company at Rosedale, Miss.

Caron & Leclerc, grain and hay dealers at Louisville, Que., have assigned.

Wilson & Boyd, grain shippers at Chicago, have dissolved partnership.

C. J. Bailey of West Point, Ill., has sold his grain interest at that place.

There are prospects of a cotton-seed oil mill being built at Washington, Ga.

The Farmers' Alliance have erected a large cotton-seed oil mill at Griffin, La.

A large distillery is to be built at Bentonville, Ala., by Rogers, Benton & Co.

Cole & Whittaker succeed A. F. Cole in the seed business at Atlantic, Iowa.

The elevator of the Pioneer Mill Company at Abilene, Tex., is to be enlarged.

L. F. Houck has built a large addition to his grain elevator at Harristown, Ill.

There is a probability of a cotton-seed oil mill being erected at Louisville, Ga.

Greenleaf & Son have leased the elevator of Flynn Bros. at Litchfield, Minn.

J. Q. Adams & Co., Quincy, Ill., grain commission merchants, have sold out.

J. T. Taylor & Co., grain dealers at Stanton, Iowa, have gone out of business.

J. L. Penepee of Bozeman, Mont., is building a large grain elevator in that city.

Glen & Jackson, grain dealers at Salt Lake City, Utah, have dissolved partnership.

A large cotton-seed oil mill will be built by a stock company at Dennison, Tex.

A stock company contemplate the erection of an elevator and mill at Marlin, Tex.

Half Bros. have commenced the erection of a new brewery at Kaukauna, Wis.

A \$500,000 brewery and distillery will probably be erected at Fort Worth, Tex.

A cotton-seed oil mill is to be erected at Troy, Ala., by the Troy Fertilizer Company.

A warehouse is to be built by the Fort Smith Milling Company at Fort Smith, Ark.

P. J. Hyatt, Springfield, Ohio, has sold his grain, flour and feed business at that place.

Otto W. Anderson of St. Paul, Minn., has brought suit against the Union Elevator Company of Minneapolis,

for \$19,652 damages for injuries received while working in the Union Elevator.

The firm of Glen & Jackson, grain dealers at Salt Lake City, Utah, has been dissolved.

A stock company has been organized to erect a cotton-seed oil mill at Brudridge, Ala.

Carl Roth has purchased the brewery at East Pueblo, Col., and will enlarge it at once.

The large grain elevator recently erected at Portland, Ore., has commenced operations.

A H. A. Gagnier & Co., grain dealers at Montreal, Que., have dissolved partnership.

Fisk, Thomas & Co., grain commission men at Chicago, have dissolved partnership.

A grain elevator will probably be erected by the Pioneer Mill Company, at Abilene, Tex.

The firm of Beauchamp & Gendon, grain dealers at Montreal, Que., has been dissolved.

The Graysville Mining and Manufacturing Company is erecting a distillery at Graysville, Ga.

A new warehouse has been erected at Albert Lea, Minn., by Charles and Fred Leischman.

Work has been commenced on an elevator of 20,000 bushels' capacity at Sioux Center, Iowa.

Cadmus & Shangle, dealers in grain, coal, etc., at Genoa, N. Y., have made an assignment.

The new elevator of the Farmers' Shipping Association at Brookings, Dak., is almost completed.

The grain houses at Rose Center, Minn., are all full and no cars can be secured to ship the grain out.

A 250,000-bushel elevator will be erected in the spring by the Imperial Mill Company, Duluth, Minn.

The West Elevator at Hector, Minn., has been sold to O. F. Peterson, Aug. Mahn and G. O. Sunder.

A 200,000-bushel elevator has been completed by the T. C. Power Elevator Company at Bozeman, Mont.

A grain buyer is earnestly solicited to take up his abode at Waldron, Mich., by the citizens of that place.

Isaiah Thomas is building a corn crib at Delavan, Ill., which will have a capacity of about 5,000 bushels.

The Northern Elevator Company of Minneapolis, has bought the Pioneer Elevator at Bird Island, Minn.

Johnson & Russell of Farmersburgh, Iowa, dealers in grain and implements, have dissolved partnership.

The elevator at Courtland, Minn., owned by the Potter Elevator Company of Winona, has been re-opened.

Another grain elevator and more grain buyers are among the urgent wants of Wilton Junction, Iowa.

The Westphalian Brewing Company, Detroit, Mich., will commence to erect a large new brewery at once.

Hereford (Minn.) grain men complain of being unable to obtain sufficient cars for the shipment of their grain.

The partnership heretofore existing between Rudd & Benton, grain dealers of Logan, Iowa, has been dissolved.

The private elevator owned and operated by F. W. Murray at Wadena, Minn., has been sold to A. J. Sawyer.

A \$100,000 cotton-seed oil mill and fertilizer factory is to be erected at Newman, Ga., by the Farmers' Alliance.

The elevators of Hazenwinke & Cox at Cooksville and Merna, Ill., have been recently overhauled and repaired.

William Bucheib has commenced the erection of a grain elevator and a large malt house at Watertown, Wis.

Several large grain elevators will be built soon at Owen Sound, Ont., by the Canadian Pacific Railway Company.

A stock company has been organized with a capital of \$60,000, to build a cotton-seed oil mill at Friar's Point, Miss.

The grain dealers all over the state of Minnesota complain of the scarcity of cars for the transportation of grain.

The elevator at Hickman, Neb., has been moved from the B. & M. to the Missouri Pacific Railroad Company's track.

A company has been incorporated at Conyers, Ga., to manufacture cotton-seed oil and meal. The capital stock is \$20,000.

A company has been organized with a capital stock of \$40,000 to erect a cotton-seed oil mill and fertilizer factory at Atlanta, Ga.

Smith, Hippen & Co., grain dealers, who have a warehouse at Marshall's Landing, near Spring Lake, are shipping large quantities of grain by boats to their elevator at Pekin, Ill.

Whittaker & Son, grain dealers at Ellsworth, Ill., are erecting some large cribs. They have sold one of their large corn cribs to M. Richardson, who has moved it to the country.

The Interior Elevator of F. H. Peavey & Co. at Minneapolis, Minn., is finished and in operation. There are two houses in the plant, one to be known as No. 1 which has a capacity of 1,250,000 bushels, and the other, No. 2, has

a capacity of 250,000 bushels. No. 1 will be a "regular house," and No. 2 will be private.

The business men of Shelby, Mo., are going to erect an elevator with a capacity of 25,000 bushels. It is to cost about \$3,500.

The elevator of the Pacific Coast Elevator Company at Albina, Ore., which has a capacity of 1,000,000 bushels, is now in operation.

The firm of Miller & McConnell, grain dealers at Bayard, Iowa, has been dissolved. J. S. McConnell will continue in the business.

The elevators of the Keewatin Milling Company and Messrs. Roblin & Atkinson at Carman, Man., are completed and in operation.

J. F. Harris & Co. have commenced the erection of a grain elevator at Republican City, Neb. It will have a capacity of 10,000 bushels.

Richard G. Sneath has brought suit in the courts at San Francisco to recover \$13,480 from I. N. Waterman & Co., on grain transactions.

Bartlett, Frazer & Co. of Chicago have remodeled the elevator on the Wabash R. R. at Mansfield, Ill., and expect to do a large grain business.

Ferrin Bros. & Co., grain dealers in the Genesee valley (N. Y.) wheat district, are establishing branch offices in many small towns in their vicinity.

A Chicago commission firm has erected a 25,000 bushel bin for storing oats at Conesville, Iowa. They have built similar bins at other points in Iowa.

The farmers in the vicinity of Bismarck, Dak., are talking of forming a company to build an elevator and mill either at Bismarck or Menoken.

Hazenwinke & Cox have made extensive improvements in their elevator at Hudson, Ill. They have added new machinery and otherwise improved it.

The grain firm formerly known as the Lakeside Grain Company of Eau Claire, Wis., is now doing business under the firm name of Mason & Burditt.

L. A. Ellis & Co. of Walker, Tex., have just started up their new 100-horse power Atlas Engine purchased of English, Morse & Co., Kansas City, Mo.

Trickle & Son, grain dealers at Rantoul, Ill., are doing a large business. They recently purchased the mill property of Tomlinson & Hicks at that place.

The Hill City Oil Mills Company has been incorporated at Vicksburg, Miss. They have purchased the Warren O. Mills and will improve and operate them.

The storage capacity throughout Manitoba will be increased about 600,000 bushels by the completion of no less than twenty elevators now being erected there.

The business men of Burnett, Neb., have combined to pay more than the market price for corn, with the hope of compelling cattle feeders to pay higher prices.

Basye & Sarbach of Holton, Kan., have their new elevator in operation. They purchased their engine and boiler of English, Morse & Co., Kansas City, Mo.

The elevators to be built in connection with the mill of the Puget Sound Milling Company at Tacoma, Wash., will have a combined capacity of 750,000 bushels.

Proceedings have been commenced at Duluth by the Duluth Terminal road to condemn the right of way for tracks leading from the railroad bridge to the elevators.

The Lake Superior Elevator Company at Duluth, Minn., have taken special pains to fix the machinery for handling flax. Large quantities are being shipped East.

Wittaker Brick Company of Kansas City have their brick works in operation. They purchased their entire steam plant of English, Morse & Co. of Kansas City, Mo.

The Consumers Brewing Company of New York City, has been incorporated with the following trustees: John Riefe, Herman H. Hinslage, Diedrich Knabe, William P. Brinckhoff and Henry L. Meyer. The capital stock is \$600,000.

Some of the merchants of Hamilton, Ont., are complaining against the grain buyers of that place. They claim that the buyers have formed a ring and will not pay what grain is worth, nor as much as is paid in neighboring towns.

Fred & Herman Schwartz of the Schwartz Commission Company of St. Louis, Mo., are going to build a grain elevator in that city which will have a capacity of 250,000 bushels.

The Peru Beer Company has been incorporated to build a brewery at Peru, Ill., with a capital of \$50,000. The incorporators are Herman Brunner, Andrew Hebel and Charles Herbold.

A special meeting of hay dealers of the Province of Quebec, who have claims against the United States Government for the refunding of duties paid, was held at St. Johns, Que., Nov. 5. The claims, it is said, amount to over \$800,000.

The Union Elevator Company at Minneapolis, Minn., recently held its annual election, and the following officers were chosen: J. S. Pillsbury, president; H. W. Pratt, vice president; Chas. G. Sidle, treasurer; W. G. Ainsworth, secretary; Geo. H. McDowell, superintendent.

The directors are J. S. Pillsbury, Chas. A. Pillsbury, H. W. Pratt, Chas. H. Sidle, Samuel Hill, E. W. Winter and S. S. Cargill.

The new grain elevator of the New York Central & Hudson River Railway Company at New York City, is to have a steam engine of 1,000-horse power, with all the latest improvements.

The Goodwine Grain Company at Goodwine, Ill., has been incorporated to deal in grain, with a capital stock of \$3,000. The incorporators are J. F. Rosenberg, Alonzo Carman, Jehu Judy and others.

Nelson Milling Co. of Nelson, Mo., have their new mill in operation. The power is furnished by an Atlas Automatic Engine and steel boiler furnished by English, Morse & Co., Kansas City, Mo.

The Indianapolis elevators on Saturday, Nov. 9, contained 512,976 bushels of grain, against 557,647 for the corresponding date last year, and against 539,150 bushels for the corresponding date 1887.

The board of directors of the United Elevator Company of St. Louis, Mo., held a meeting Oct. 30 and adopted a reduction in the grain storage rates. This, it is thought, will increase business.

The W. B. Rogers Elevator Company at Chicago, Ill., has been incorporated to build grain elevators. The capital stock is \$20,000; incorporators are, N. R. Rogers, W. Clough, Jr., and George W. Warvells.

Nelson & Weller of Kansas City, Mo., have increased their electric light plant in their fine building, having added a 40 horse power electric light engine, furnished by English, Morse & Co., Kansas City, Mo.

The Tiernan Printing Company, Kansas City, Mo., to accommodate new business, have thrown out their old engine and purchased a 45-horse power Atlas Engine of English, Morse & Co., Kansas City, Mo.

The Terre Haute Brewing Company at Terre Haute, Ind., has filed articles of incorporation. The capital stock is \$500,000, and the directors are Crawford Fairbanks, John Beggs and Demas Denning.

Valentine Blatz, brewer of Milwaukee, Wis., has been succeeded by the Valentine Blatz Brewing Company. The incorporators are Valentine Blatz, Albert C. Blatz, Emil Blatz, Valentine Blatz, Jr., and John Kremer.

Excelsior Springs Bottling Company of Excelsior Springs, Mo., are putting in an Atlas Engine with steel boiler and Worthington Pump, the complete outfit being furnished by English, Morse & Co. of Kansas City, Mo.

The Carondelet Elevator and Grain Company of St. Louis, Mo., has filed articles of incorporation. Capital stock, \$25,000. The incorporators are: George C. Smith, H. C. Haarstick, Austin R. Moore, Wm. F. Zeller and H. P. Wyman.

Sager & Wangerein of Vining, Kan., have their new elevator well under way. They are putting in elevator machinery furnished by the Union Iron Works, and Atlas Engine and boiler furnished by English, Morse & Co., Kansas City.

The Vergennes Co-operative Milling and Mercantile Association at Vergennes, Ill., has been incorporated to buy and sell grain, flour, etc. The capital stock is \$16,000. The incorporators are J. B. Wissly, Jackson Grubb, and Harvey Fox.

Judge Howland at Indianapolis, Ind., rendered a special finding in the suit of the First National Bank against the Indianapolis, Decatur & Western R. R., holding the defendants liable to the bank for rent for an elevator. The amount was \$1,450.

Jackson Bros of Stockton, Kan., are putting in a 40-horse power Atlas Engine and steel boiler outfit, furnished by English, Morse & Co. of Kansas City, Mo. They have found water power unreliable and will now be in position to run constantly.

The Victoria Elevator Company, located at Minneapolis, Minn., has filed articles of incorporation with a capital stock of \$50,000. The capacity of the elevator will be 300,000 bushels. The incorporators are Sam'l D. Cargill, A. S. Benedict and W. T. Spencer.

O. H. Corbin & Sons of Liberty, Mo., are rapidly completing their mill. They will have one of the best mills in their section of the state. They are putting in Todds & Stanley improved machinery. Power will be furnished by one of the Atlas Automatic Engines with steel tubular boiler, etc., furnished by English, Morse & Co. of Kansas City, Mo.

The Minneapolis & Northern Elevator Company of Minneapolis, Minn., has filed an answer in a suit for taxes brought against it by the state. The assessment was made on wheat stored in the elevator and valued at \$190,000. The company claims that the grain belonged to other parties and was held in storage. With this answer was a motion to dismiss all proceedings on technical grounds.

Joseph W. Gilbert and Joseph S. Randall, who own and operated a mill and elevator in Nobles county, Minn., have brought suit against the Chicago, St. Paul, Minneapolis & Omaha Railway Company, to recover \$16,000 damages. The railroad company allowed a mass of combustible material to accumulate on the space between the warehouse and railroad, which caught fire from sparks from a locomotive of the defendants. The fire was com-

municated to the warehouse and mill, thereby destroying them, together with considerable grain, the total value of which is placed at the above amount.

The Heinrich Brewing Company of Minneapolis, Minn., have filed articles of incorporation with a capital stock of \$200,000. The incorporators are John Heinrich, S. T. Wiedenbeck, Adolph Heinrich, J. J. Heinrich and G. J. Heinrich.

The Mulford Elevator Company at Minneapolis, Minn., have filed articles of incorporation. The capital stock is \$100,000, and the maximum indebtedness is limited to the same amount. The incorporators are A. D. Mulford, James L. Swanton, B. W. Mulford, W. D. Samis and Austin M. Capp.

English, Morse & Co., Kansas City, Mo., report that their boiler department is full of orders; they make a specialty of furnishing steam contractors with boilers for heating. Some of the prominent recent sales include the Coates House, Nettleton Building, Wyandotte Company, Workhouse, Armour Packing Company, etc., of Kansas City, in all about twenty boilers in the last thirty days.

The grand jury found thirteen indictments against Stephen F. Sherman in connection with the big grain shortage case at Buffalo. Two of them were for grand larceny in the first degree in stealing about 80,000 bushels of oats, and the others are for issuing fictitious warehouse receipts and duplicate receipts and cancelling bills of lading. Edward C. Loveridge was also indicted for grand larceny in the first degree. They were arraigned in court, but plead not guilty and were admitted to bail in the sum of \$12,500 each.

Fires, Casualties, Etc.

T. W. McCausland, grain dealer at McCausland, Iowa, died recently.

Taylor's brewery at Albany, N. Y., was slightly damaged by fire recently.

F. D. C. Kracke, a grain dealer and miller of Charleston, S. C., died recently.

The distillery of A. Cole & Son at Cole's Creek, Pa., was destroyed by fire recently.

M. Clugston of the firm of M. & H. Clugston, grain dealers at Ashland, Ohio, is dead.

Henry Winsor, ex-president of the Commercial Exchange of Philadelphia, Pa., is dead.

John Booth, about 24 years of age, was smothered to death in grain in his father's elevator at Shabbona Grove, Ill.

A. M. Ives of the grain and produce firm of Swan, Ives & Whalen at Medina, N. Y., died recently aged 72 years.

Charles Eble, a dealer in seeds, etc., at New Orleans, La., was burned out recently. The insurance amounted to \$600.

An explosion occurred in the malt house of the Hughes Brewing Company in Cleveland, Ohio, which caused a fire, but a trifling loss.

The corn crib and granary owned by George Williams, near Norfolk, Neb., were burned Nov. 9. The loss is \$1,000; insurance unknown.

Fisher's elevator at Peru, Neb., fell across the tracks of the B. & M. R. R. recently. It was full of grain and it took some time to remove it.

The large grain elevator at Rice's, Minn., was found to be on fire Nov. 11, but the blaze was extinguished before much damage was done. It was the work of incendiaries.

Andrew Carlson of Fergus Falls, Minn., was arrested in the act of stealing wheat from the Farmers' Elevator at that place. When search was made a quantity of wheat was found.

The large elevator belonging to the St. Paul Roller Mill Company at St. Paul, Minn., was badly damaged by fire Nov. 8. The mill was entirely destroyed, involving a total loss of \$150,000.

The large brewery of Amsdell Bros. at Albany, N. Y., was visited by a disastrous blaze Nov. 1. The total loss was about \$30,000; insurance, \$40,000. The contents were totally destroyed.

We regret to announce the death of Thomas C. Nosrand, an old and esteemed member of the Produce Exchange at New York City. He dealt largely in oats, feed, etc. He was 72 years of age.

The elevator of the Winona Mill Company at Winona, Minn., was damaged by fire to the extent of \$500. The fire caught from sparks from the mill of the L. C. Porter Milling Company, which was totally destroyed.

The large grain elevator filled with grain, three storehouses filled with coal, belonging to A. Couche & Co. at Port Clinton, Ohio, together with a planing mill and lumber yards, were entirely swept away by fire Oct. 23.

The fire originated in the engine room of the planing mill. The whole loss will reach beyond \$100,000; the insurance is unknown.

The grain elevator at Hoytsville, Ohio, owned by Foster, Olmstead & Co. of Fostoria, was burned to the ground on the night of Oct. 18. The fire was evidently the work of incendiaries. The loss is unknown; insurance, \$500.

Walter Elliott of Floyd, Iowa, was instantly killed while employed at an elevator in Rochester, Minn. He was unloading oats and the team started, throwing him to the ground, the wheels of the wagon crushing his head.

The grain warehouse of Thomas Smart at Brockville, Ont., and an adjoining feed mill were consumed by fire recently. The building occupied by the warehouse was owned by Mrs. D. S. Booth, whose loss is about \$3,000; insurance, \$1,000.

An elevator and grain barn on the farm of J. W. Scott at Gilby, N. Dak., was burned recently. The elevator contained 5,000 bushels of grain. The fire is supposed to have been caused by spontaneous combustion. Loss, \$3,000; insurance, \$1,200.

The grain elevator of R. W. Davis, at Sun Prairie, Wis., was burned Oct. 14. The contents, consisting of 7,200 bushels of barley and other grain, was also consumed. The loss on the elevator is \$6,000; insurance, \$2,000; loss on contents \$3,000.

Howe Bros.' steam elevator and feed mill at Verdon, Neb., was entirely destroyed by fire Oct. 22, together with a large corn crib. The loss is \$4,000; no insurance. There were about 1,000 bushels of corn and 500 bushels of rye in the elevator at the time.

Frank H. Tyler of Buffalo, N. Y., who was mixed up with the Sherman Bros.' wheat stealing cases, died Oct. 11, at the age of 38 years. He was in the hospital from the time he was released from jail until his death. He was unmarried and had no relatives in Buffalo.

The boiler in the brewery of Daniel P. Chesbrough at Lansingburgh, N. Y., exploded on the evening of Nov. 10, seriously injuring Seth Chesbrough, a son of the proprietor. The brewery had been undergoing extensive repairs and was just completed. The loss is about \$5,500.

The large brewery of McGrath Bros. at West Troy, N. Y., was totally destroyed by fire, together with its contents, Oct. 24. The loss is about \$10,000; insurance, \$4,500. The fire was thought to be of incendiary origin, as rags saturated with oil were found in several places about the brewery.

The Minneapolis and Northern Elevator at Emerald, N. Dak., was totally destroyed by fire Oct. 29, together with about 25,000 bushels of wheat. The cause of the fire is unknown. The elevator was valued at \$10,000. The total loss is estimated at \$25,000. Both the elevator and contents were fully insured.

Thomas Hengarty was killed Saturday, Nov. 11, in the Northern Elevator at Toronto, Ont. He, in company with several others, were repairing some shafting that had got out of gear, when the machinery started suddenly and Hengarty was caught and thrown against the beams. Death ensued immediately.

Duncan C. Downey, a grain buyer of Whitby, Napanee and Belleville, and a member of the firm of Downey & Co., suddenly disappeared Oct. 7. He was managing the establishment of the firm at Whitby. He had gone to Toronto with his wife to visit her parents, and during the day disappeared without any known reason.

M. Collett, agent of the Northwestern Elevator Company at Arthur, N. Dak., was robbed of \$2,500 on the night of Oct. 19. He was returning from Hunter, where he had been to have the money changed into small bills, when he was stopped by two men with revolvers, who relieved him of the entire amount. The robbers escaped.

Dan F. Christy, who represented the firm of Mulcahy & Co., commission merchants of Chicago, at Sioux City, S. Dak., has been missing for some time, and it has been discovered that he was \$2,700 short in his accounts. He speculated for himself with the money given him for margins, his speculations proving unfortunate. Christy is said to have been worth \$100,000 at one time, but lost it all on the Board of Trade.

Joshua J. Turner, one of the best known business men in Baltimore, Md., died at his home in that city Oct. 17. In 1828 Mr. Turner became a partner in the grain and feed business established by his father, since which time he has been actively engaged in that and other branches of trade in that city. His death was received with profound regret at the Corn and Flour Exchange, of which he was a well-known and highly respected member. His wife and four children survive him. The cause of death was pneumonia. Mr. Turner was 80 years of age.

A very great factor in the decline of 20 per cent. during a generation has been the reduction in the cost of transportation. On wheat, for example, the rate Nov. 1, 1860, was 65c. per 100 pounds by rail from Chicago to New York, and is now 25c., while a further reduction has occurred in the rates west of Chicago. Probably as much as 25c. per bushel has been taken from the price of wheat at New York by the change in cost of transportation alone, and about as much in cents and proportionately more in the price of other grain.—*Commercial Bulletin*, N. Y.

THE AMERICAN ELEVATOR AND GRAIN TRADE.

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HARLEY B. MITCHELL, - - - Editor.

ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., NOVEMBER 15, 1889.

GRAIN MATTERS AT ST. LOUIS.

On the first of the present month a number of changes affecting the grain trade took place in Missouri, the most important being the substitution of state inspection for that controlled by boards of trade. As the law providing for the change was bitterly opposed from the time it was passed, it is very natural that its enforcement should cause considerable commotion, and it did. The old St. Louis board of inspectors went out, and Chief Inspector Burks, with his staff, took charge. It is reported that considerable dissatisfaction resulted from the first day's work. It seems that the inspection was too high, and several parties refused to accept grain under the grades put upon it by the state officials. Some of the millers stated that they would buy no more wheat in St. Louis until there was a change.

On the same day the United Elevator Company took out a license and gave a bond, as is required by the new law. Their new storage rates on grain also went into effect.

The law against option trading went into effect also—the law against selling futures without intention of delivery. The bulls and the bears submitted to these laws, and henceforth no one will sell grain for future delivery unless he "intends" to deliver it. Of course they will obey the law, and always "intend" to deliver the wheat sold.

During the first ten days of the month the trouble between the Merchants' Exchange and the State Inspection Department was settled by the Exchange permitting the state inspection of grain in East St. Louis, and Inspector Burks allowing the Exchange to dictate two appointments. It seems the chief inspector's rulings in regard to out inspection met with so much opposition that he concluded to abandon them and establish the tariff formerly in force. The Merchants' Exchange succeeded in securing the appointment of several of the old inspectors, so the inspection is likely to prove more satisfactory.

There is little doubt that Chief Inspector Burks will have the affairs of the department working smoothly and satisfactorily before many months have passed by. He is not stubborn nor arbitrary, and has shown himself willing to make changes wherever the majority of those directly interested have held that his rulings were unjust.

UNIFORM GRADES.

A number of our correspondents have at different times expressed themselves in favor of uniform standards of grades for the entire country, and the matter is again brought out by several of our correspondents in this issue. We are pleased to see this and would be glad to have more of our readers agitate the subject and keep it up until uniform grades are adopted.

There is no doubt that it would be greatly to the interest of the trade at large, and especially to the country shipper, to have the United States Government take the matter in hand and establish uniform grades. Then grades could not be manipulated in the interest of any market, and the mixers at our points of export could not injure the reputation of our grain abroad by exporting stuff which the inspectors at those points are persuaded to give a grade.

The best suggestion that we have seen yet is that the Government appoint expert inspectors from different parts of the country to draw up standards of grades and rules of inspection to be established for the entire country. Although many articles have been written in favor of uniform grades, not one have we seen that was opposed to them, and we seriously doubt if any reasonable objection can be made to such a move.

THE WHEAT GROWERS' TRUST.

As was announced in our last issue the wheat growers of the Mississippi valley met at St. Louis for the purpose of forming an association to control the wheat market. Everything went smoothly and nobody was denounced until the convention fell into the hands of Norman J. Colman; then the fur commenced to fly. After he had been elected president, and had his sheet chosen as the official organ of the association, he made a purely free trade speech, denounced the present administration and its policy. The speculators, elevator combines, pools and commission men were lashed fiercely and denounced as robbers of the farmer. If the poor granger believes one-tenth the stories about the great impositions heaped upon him which our howling demagogues set afloat, surely he cannot think life worth living.

As will be seen by reading the account of the meeting, given elsewhere, the executive board will soon establish agencies at points in the West, try to boom the price of wheat, and look after the selling of the products of its members. That this gigantic wheat trust will be a failure is doubted by none outside of the association. The prime movers may succeed in getting some of the farmer's money, but the farmer will not succeed in getting any better prices for his products than heretofore, until the demand arises for them. Meanwhile Mr. Colman has turned the association to his benefit as a "private snap" to boost his poor old paper and give it prestige.

THE M'EVROY ELEVATOR LAW.

Of course the champions of the "vested rights" of monopolists are still chanting a dirge over the decision of the New York Court of Appeals that the McEvoy Elevator Law is constitutional. Says one of these people who are so fearful that private rights shall be invaded: "The Court says in effect: 'You private elevator owners are common carriers just as a railroad company is. You are ferrymen carrying this grain from one craft to another.' Now, that is not so bad if they stopped there, but when the judge goes on to say: 'You shall do this work at specified price which we will fix, whether it be a profitable one or not,' then we have reason to complain. It seems to me that it would be just as constitutional for the legislature to pass a law that a public truckman should take a load of flour and cart it to a store at one and a half cents a barrel for cartage when it costs more than two and a half cents to cart it."

There is shrewd disingenuousness in this line of reasoning. This champion of the pools and rings understands perfectly well that the cases are not at all similar. If all the truckmen were in a combination and would allow no other truckmen on

the street; if they charged three times as much as their services were worth, the comparison would be more just. Further, if the truckmen had shut up more than half the trucks and made the public support the owners in idleness by overcharging for the use of the trucks in actual service, then the comparison would be more just. Further, if the truckmen had monkeyed with the legislature—but we forbear. We don't like restrictive legislation, but sometimes there seems no escape from it. The plundering at Buffalo, it seems, could be stopped in no other way than by the strong arm of the law. It is doubtful, even now, if the law will not be evaded.

STILL GROWING.

Last month the AMERICAN ELEVATOR AND GRAIN TRADE announced that it had been compelled to increase the number of its pages to accommodate the demands made upon its space by patrons. This month we are proud to say that this growth still continues, and we have been again obliged to increase the number of pages still further, in order not to slight important subjects and yet afford space for new advertisers.

We want to put the AMERICAN ELEVATOR AND GRAIN TRADE in the hands of every grain man in the country as an actual subscriber and regular reader. For this purpose we are sending out many thousand sample copies. We ask those who receive one to look the paper over and decide whether it is not worth one dollar a year to them. We have our own peculiar field and do not aim to usurp the functions of a daily paper or market journal; that elevator men will support such a paper the past seven years have distinctly proved.

Further, we want the co-operation of all interested parties to make this journal more valuable to its readers. We desire all to write to us on any topic of interest to themselves or any one else. We furnish a medium through which all may exchange opinions and experiences. Let us hear from you.

CAUSE OF THE DEPRESSED WHEAT MARKET.

Whenever the farmer imagines that the wheat market is depressed, he accuses the speculators, grain dealers or millers of being the cause of it, not that he is justified in so doing, but it is a time-honored custom among farmers from which they appear to be afraid to break away. They seldom take into account the supply of the world and the great competition among sellers, and never take into account the price of silver, which has as much as anything else to do with it.

It greatly favors exportation of wheat from India, and the fall in the exchange value of the rouble favors the exportation of wheat from Russia. In 1873, when silver was worth \$1.29½ per ounce fine on the London market, the average export value of wheat on our Atlantic seaboard was \$1.31 per bushel, just 20 cents more than the average value at Calcutta for the same time. Silver was demonetized that year by the United States, England and Germany, and since then it has been decreasing in value. Last year it was worth only 92½ cents per ounce fine at the London market, showing a decline of 37 cents. The average export value of wheat from the United States declined 42 cents during the same time, being 89 cents for the crop year of 1887-'88, while the average export value from Calcutta remained the same as in 1873, being \$1.11 still.

Although the value of silver and the Indian rupee has declined on the London market, it is worth as much now in India as it was in 1873. That year the rupee was worth 48½ cents on the London market. Last year it was worth only 32 2-5 cents on the same market, but in India the rupee is still worth 48½ cents, and will buy its full value in wheat or any other commodity. Thus the silver received for a bushel of wheat at Calcutta would command \$1.11 worth of commodities in India, but only 74 cents worth in England, making the real cost to the exporter 74 cents a bushel.

For a long time India was the only wheat-ex-

porting country of much importance that had a depreciated currency to give it this advantage over other wheat-exporting countries, but Russia has of late had a similar advantage. The *London Standard* some time ago said: "India has no longer the commanding position in the wheat trade which her 'monopoly,' it might be called, of a currency depreciated in value gave her. Russia has entered the lists against her, and, thanks to the much greater fall in the exchange value of her currency, is now outstripping her."

Thus a depreciated currency gives our two greatest rivals a great advantage over us in the international wheat markets. India has an advantage of 37 cents on every bushel, and according to the *Standard*, Russia has a greater advantage. Now it is claimed by financiers that this advantage which a depreciated currency gives to the producers of wheat and other commodities in India and Russia over the producers of the same commodities in this country, can only be done away with by forcing the price of silver up to \$1.29 in the international markets, or by demonetization of silver by these two countries.

The depreciated currency of these two countries enables their products to be sold at a low figure, and to compete with them our products must be sold at a low figure also. Our grain is transported for less than in either of these countries, and our grain dealers handle it for less, but this only overcomes part of the advantage secured by the producers in India and Russia over the producers of this country. The advantage which a depreciated currency gives them over our producers and its effect on our market should not be overlooked, for the depression is due much more to it than to our grain dealers.

A FALLACY EXPOSED.

The Chicago *Morning News* recently contained an editorial in which it was held that "it is far better to sell our grain at the earliest possible moment than to hold it at a cost for interest of from 100 to 150 per cent. more than it can be held in England." This is truly a very poor policy for many reasons.

In the first place, if we should immediately after harvest send all our surplus grain to England to be sold, it would cause a great decline in prices, and we would receive little more than the cost of transportation for it. It would cost more to store it in England than in this country, and it would prove a strong bear influence, from the effects of which the English markets would not recover during the entire crop year, unless a European country should have a very short crop. The supply on the English markets would be so great that there would be no competition whatever among the buyers.

The *News* claims that on Oct. 1, after allowing for home consumption, we had 155,500,000 bushels available for exportation, and says: "This enormous mass of American wheat is a permanent bear influence on the markets of the world." This enormous mass of wheat will never cease to be a bear influence until it is consumed, and the nearer it gets to the consumer the greater will be the bear influence exerted by it. The *News* is way off on its figures as well as its arguments, and differs from all previous estimates. It gives the net exports of wheat for the first three months of the ensuing year as 26,528,622 bushels, against 29,130,146 bushels for the same months last year. For this same period the Bureau of Statistics gives the amount exported as 14,021,936 bushels, against 17,114,923 bushels last year.

It is much better to hold our surplus grain until there is a demand for it. Let the competition be among buyers as well as among sellers. Australia's crop may prove a failure, and we will again send her large quantities—that is, if our surplus wheat is not sent to England to save the difference in interest on the value of it. Then, too, Canada may want large quantities of flour again this year. Brazil will of course take large quantities of wheat, and other South American countries may want considerable wheat and flour, and will pay us more for it than we could obtain in England.

Grain dealers and farmers will most always ob-

tain enough more for wheat by holding it until there is a demand for it, or until a few months after harvest, to make good to them the loss by shrinkage and this wonderful loss of interest on the money invested.

CHICAGO INSPECTION.

A well-known Illinois grain dealing firm have an article on page 111 of this issue anent that Springfield conference about Chicago inspection. We hope every reader of this paper in Illinois, and out of it, for that matter, will peruse the article. It contains an unusually large installment of gospel truth as to this inspection business, not only as practiced here, but at other points as well. There is a good deal of nonsense talked about the maintenance of grades. Of course it is well to maintain grades, but that does not necessarily imply such severity in grading as is practiced here. Only a little over 10 per cent. of the wheat grades No. 2. The rest is all sold by sample, and the miller can buy all the good wheat he wants, which is, nevertheless, not good enough to pass the inspector's eagle eye as No. 2. The same is true of corn. The inspection rules are all right, but there is unnecessary severity in applying them, a severity which benefits no one but speculators. Let up a little, Messrs. Inspectors. No harm will be done by having plenty of contract corn and wheat in the elevators. Give the farmers and dealers a fair show in this matter.

FARM MORTGAGES.

A couple of socialistic cranks at St. Louis, styling themselves the "Western Economic Association," have issued a circular in which they advise that petitions be sent to Congress so that farm mortgages may be included in the items in the Census. There is nothing treasonable about that. It would do no harm to collect the statistics; but the cranks in question plainly show the purpose for which they want to obtain these figures. They intimate that a mortgage is indicative of some sort of financial spoliation, and is proof that the farmer is falling behind in the race for life.

Without stopping to inquire whether the "Western Economic Association" was not the same body that paraded statistics on the same subject, manufactured out of whole cloth, some time ago, we will remark that mortgages and indebtedness, especially in the case of farms, is by no means an evidence of approaching insolvency. In almost all the states the mortgage on the farm represents purchase money. Many farmers continue to buy "the land next to them," all their lives, and perhaps always have a mortgage out on more or less of their land. In the new sections nearly every farm is mortgaged; but that proves nothing. The parties owning these farms may be deeply in debt, but nevertheless may be far better off than they were before they bought a farm on deferred payments.

The Farmers' Alliance of Elmwood, Neb., is making a strong effort to have the question of elevator privilege on railroad right of way determined. The Alliance applied to the Missouri Pacific Railway Company for the privilege of erecting suitable crib and elevator accommodations along its tracks, but was refused, and now has asked the Board of Transportation to compel the company to grant this privilege. The railway company claims that there are two elevators at Elmwood which have sufficient capacity to handle the grain products of that section, and as all its track room is occupied it would have to extend its track in order to grant the request of the Alliance. This would necessitate a greater expense than the business would justify, so they ask that the complaint be dismissed. It seems that the farmers have sufficient elevator accommodations at Elmwood, but that they have not enough to do on the farm, so wish to start an elevator for the purpose of running the men who devote all their time to the grain and elevator business at Elmwood out of it.

THE ENGLISH SYNDICATE.

The outcome of the purchase of our elevators by English syndicates will be watched with intense interest, not by grain men alone, but by those outside the business as well. The statement in the prospectus of one of these syndicates that the dividends for three years had averaged over 26 per cent., that a profit of five cents was made upon each bushel of grain handled, and that a profit of 15 per cent. would surely be paid upon the stock, is very likely to lead to the erection of many elevators to compete with this syndicate.

It is not to be supposed that our grain growers will allow themselves to bleed for the benefit of foreigners, and they will not if any kind of accommodation is supplied by Americans. The syndicate may pay well this year, but henceforth the dividends will undoubtedly grow smaller. The American grain grower is usually very patriotic and willing to put up with some inconveniences to patronize American business houses, and with similar accommodations and like charges he will surely prefer to patronize the American house, the profits of which are retained in this country.

CONTROL OF GRAIN INSPECTION.

Our readers will find a number of communications in this issue from prominent grain men in different parts of the country on the respective merits of state and board of trade inspection. Both methods have their supporters, and many shippers have faults to find with each. A number of excellent and novel suggestions are made by our correspondents. One suggests that inspectors should be chosen by competitive examination, another that the state should control the inspection, but that the inspectors should be chosen by boards of trade.

There are weak places in both methods, but that controlled by the state is undoubtedly preferred by a large majority of the producers and country shippers. The only great drawback that it has is the using of the offices of the department for rewarding political supporters, who do not possess the essential qualifications to competently fill the office. Inspection controlled by a commercial exchange can be manipulated in the interest of the members, and of the place. The inspector being under obligations to the board for his position is very naturally inclined to overlook the interest of the shipper. That special market can be boomed at times by grading high, and this works injustice to other markets. Inspection controlled by boards of trade would be much more satisfactory if, as one of our correspondents suggests, the country shippers had a voice in its control and the appointment of inspectors.

No one should be appointed an inspector who has not had years of practical experience in the handling of different kinds and grades of grain. He should be honest, above suspicion, fair minded, of good judgment, and have a sincere desire to be just toward all. He should be dependent upon no one interested in the inspection for his position, so that he may do his duty without fear or favor.

One who has been closely connected with the business for a number of years rightly says in a private letter to us: "Either the producer or consumer must pay for a man's ignorance, and it is mighty expensive schooling. I look upon the inspection of grain as a serious business. Inspectors are placing a value on other people's property, and experience tells me that the very best grain men that can be found for inspectors have plenty to learn about grain in order to inspect it properly."

Admitted that state inspection is preferable, it must also be admitted that some changes should be made in the present state methods. Particularly should the officers of the department be placed forever beyond the clutches of incompetent politicians. It is the shippers who suffer most at the hands of incompetents, and they should make it their special duty to secure the passage of laws for protection against this evil.

Editorial Mention.

D. S. BEALS, superintendent of the Detroit Railroad Elevator, Detroit, Mich., paid us a pleasant call the past month.

We are redeeming our promises to make the AMERICAN ELEVATOR AND GRAIN TRADE invaluable to every grain man, at 125 cents on the dollar.

JUDGE WITHROW of the Circuit Court of St. Louis has decided that the new grain inspection law of Missouri is constitutional, so the grain dealers will have to put up with it as best they can.

OUR old contributor, W. T. Stackpole of Fairbury, Ill., has issued the first number of the *American Review*, a magazine the size of the *North-American Review*, and appearing every second month.

J. SILAS LEAS of the Barnard & Leas Manufacturing Company, Moline, Ill., spent an hour in our office a week ago. Their works have been steadily busy for a long time, with an extra amount of work to be done.

AN effort was made at Buffalo recently to modify the wheat grades and a request to that effect was made of the inspection committee of the Merchants' Exchange, but the request was denied and the grades will remain as heretofore.

READERS will notice the card of James Stewart & Co. of St. Louis in this issue of the ELEVATOR. Messrs. Stewart & Co. are among the best known builders of elevators in the country, and have built a large number of the best elevators in the country.

WE ask grain shippers, and especially those of Illinois, to read the letter from an "Illinois Grain Shipper," and give us their opinion of his plan of forming grain shippers' associations for the purpose of having the Illinois Railroad and Warehouse Law enforced.

THE subscription price of this paper is only one dollar a year. If you are not already a subscriber, a wise thing for you to do is to send us your name, postoffice address and the requisite dollar, the last "not necessarily for publication, but as a guarantee of good faith."

A PROSPECTIVE partner in the well-known firm of Thornburgh & Glessner of this city announced himself in an unmistakable manner on Oct. 12. His name is Arthur W. Glessner, Jr., and his initial weight eight pounds. He will be a hustler; his paternity and the place of birth, Chicago, insure that fact.

BALTIMORE grain dealers are again agitating the necessity of adopting some uniform standard by which wheat can be graded at the elevators in all the seaboard cities. They should do more than agitate; they should appoint committees to act. By all means we should have uniform grades at all cities from which grain is exported.

THE Manitoba Railway Company issued an order some time ago which was very beneficial to the grain trade, and greatly facilitated the prompt movement of grain. It provided that 2,000 pounds of grain could be placed in cars, in excess of the car's scheduled capacity, but for any weight in excess of these figures the company charged double the regular rates. This, of course, was highly appreciated by elevator men whose houses were full when cars were scarce. All

roads should be called upon to issue a similar order when they are unable to furnish grain shippers with all the cars they need.

It is said that Old Hutch has an imitator in New York in the person of the son of Jesse Hoyt. Let it be understood that Chicago has the only and inimitable "Old Hutch." If young Mr. Hoyt wants to imitate anybody, he should select Old Hutch's son. Charley is a model in all respects, and a worthy exemplar for all rich young men.

THE Lake Superior Transit Company has notified its Western railroad connections, it is reported, that it will receive no more flour for export via Erie, Pa., and other companies recently announced their intention to do likewise. Owing to the high rate which is being paid on wheat they find it much more profitable to carry than flour.

THE Illinois Railroad and Warehouse Commission has consented to hear complaints against Chicago weights, and will hold a meeting for that purpose on Nov. 21. All shippers who have any complaints to make against Chicago weights should be present at that hearing. If they cannot be present they should make their complaint by letter.

WE will be glad to hear from any one who has anything to say of interest to the members of the grain trade or elevator business. Our columns are open to all, and you may freely ask questions, express opinions, make complaints and give the trade any information of interest to it which you have gleaned by experience or study. Let us hear from you.

It may be that the late decision of the New York Court of Appeals sustaining the constitutionality of the McEvoy Elevator Law will result in the building of a number of elevators at Erie, Pa. It is reported that one of the strong companies affected by the decision will transfer its business to that place and will expend \$500,000 in building elevators this winter.

THE Chicago Board of Trade recently filed complaint before the Inter-State Commerce Commission that a number of the Western railroad companies were discriminating against Chicago and in favor of St. Louis and other Mississippi points. As the action of the railway companies is unlawful the Commission will undoubtedly order the discontinuance of the discriminating rates.

THERE has been some dissatisfaction expressed with Minneapolis inspection as well as with that of Chicago during the last few weeks; but Chief Inspector Clausen has very satisfactorily explained why the farmers of Douglas county, Minn., who were the complaining parties, have been led to think their wheat was not graded high enough at Minneapolis, and nothing more will probably be heard of the matter.

MAN is fallible; and the fallible man in the grain business should read the advertisement of Fisher's Registering and Recording Attachment for Scales on another page of this issue. The design of this attachment is to make a permanent record on the printed tickets of the exact reading of the scales. It obviates the mistakes which even the most careful are liable to make at times. It is made and sold by the Flour City Manufacturing Company of Minneapolis.

It must be admitted by all that the rate of insurance on elevators and their contents is entirely too high. This fact has been recognized at Toledo and the annual rate of fire insurance on all elevator buildings in that city and the rate on grain in store has been reduced 25 cents. The rate is too high everywhere, and elevator and grain men should demand that it be reduced. If they cannot succeed in having the rates reduced to a figure nearer the amount justified by the actual risk they should organize a mutual company and in-

sure elevators exclusively. Members of other lines of business have formed mutual companies, and in some cases have succeeded in furnishing insurance at less than half the rate charged by reliable stock companies. There is no reason why elevator and grain men could not do as well.

THE Monitor Milling and Receiving Separator was put on the market a year ago last March, by its manufacturers, Huntley, Cranson & Hammond of Silver Creek, N. Y. Two hundred and fifty of these machines have already been sold, and we are informed that not one of them has failed to give satisfaction. Among recent sales were two elevator separators of 1,800 bushels' capacity each per hour, for a Kansas City elevator, which have given the greatest satisfaction to their users.

DURING October we exported breadstuffs valued at \$11,559,569, against \$11,704,940 for October, 1888, and for the four months ending Oct. 31 \$44,594,000, against \$44,474,287 for same months last year. For the first ten months of this year \$101,823,799, against \$94,966,233 same period of 1888. During October we exported 6,194,238 bushels of corn, 4,081,454 of wheat, 190,121 of oats, 237,387 of barley and 77,238 of rye, against 4,102,579, 4,500,106, 49,090, 700,286 and 23,138 bushels, respectively, for October, 1888.

SHORTAGES in grain cargoes arriving at Buffalo continue to occur. The scales at Buffalo must need repairing, or else those at Chicago, Duluth, and other points on the Western lakes do. Capt. J. W. Miller recently went to Buffalo in the interest of the Lake Superior Elevator Company of Duluth, to look after the reported shortages on wheat cargoes from that city. The grain sent from Duluth and Chicago is weighed out by a state weighmaster and the scales are frequently tested, so it seems more probable that the mistake occurs at Buffalo.

A NEW move has been made in lake underwriting. This season some of the companies will give a rebate of 10 per cent. for insurance not used for the latter half of November. Heretofore the underwriters have not given any rebate for insurance not used for part of a month, but hereafter will do so, and boats laying up on or before the 15th of this month will be given a rebate of 10 per cent. of their season's insurance. The last half of November is the most dangerous period of the season of navigation, and if vessel owners cannot get considerable business it will be better for them to lay up and get the rebate.

THE prospects are that Baltimore will export an immense quantity of corn during December and January. Her dealers have been buying large quantities and have chartered a number of vessels to take out corn during these two months. Philadelphia dealers complain that Baltimore merchants are paying a cent to a cent and a half more than they can afford to pay, and hence the Baltimore merchants must be getting reduced rates. The Pennsylvania Railroad Company has everything its own way in the Keystone state, and it will be so until the people of that state succeed in securing a good through line from the West that can compete with the Pennsylvania.

THE Manitoba Railway Company has made a move in the interest of itself and indirectly in the interest of grain dealers and elevator men along its line. It has issued a circular instructing its agents to compel all persons who wish to load cars with wheat from side-tracks to pay five dollars for every day or part of a day that the car is detained after the first twenty-four hours. So hereafter when a farmer orders a car he must deposit five dollars with the agent. If he loads the car within twenty-four hours the money will be refunded to him, but if he detains the car more than twenty-four hours the money will be retained by the company. This will naturally cause those who load wheat in this way to do so more quickly and not delay the cars. The five dollars fine for not loading within twenty-four hours will

keep a good many from trying to load their wheat, and in that way will give the grain and elevator men more business. As its cars will not be delayed as heretofore, the railway company will be able to give its patrons better service.

A "CITIZEN" writes a sensible letter to the *Kansas City Star* as to what that enterprising town must do to increase her receipts of corn, wheat, hogs, etc. First and foremost he thinks Kansas City should have more mills. The two mills now there have a combined capacity of 900 barrels per day, furnishing a market for 4,500 bushels of wheat per day when running steadily. He thinks that Kansas City should have mills capable of grinding up seven or eight million bushels of wheat annually. The writer points with effect to the corn manufacturing industries of Indiana. There is nothing of the kind in Kansas City, though she is backed by the great corn state of Kansas.

GRAIN men who receive occasional copies of this paper, but who have not subscribed, need have no fear of assuming liability in taking it from the postoffice. Some editorial shysters endeavor to coerce people in that way, asserting that the law allows publishers to collect for papers taken from the postoffice, whether subscribed for or not. Such is *not* the law, nor is it decent or respectable business policy to pursue. The AMERICAN ELEVATOR AND GRAIN TRADE resorts to no such tactics. We send sample copies merely to advertise our paper and convince those who are not subscribers that they are missing a good thing if they do not receive this paper regularly.

A NUMBER of shortages have been found recently in grain cargoes from Duluth and Superior, and very naturally vessel owners are complaining. The vessel owners, who have to stand the loss, claim the shortages are due entirely to stealings at terminal points. Recently the Australasia was short 480 bushels on 80,000 bushels, the George 160 bushels on 50,000 bushels, and the George F. Wilson 442 bushels on 81,500 bushels, all wheat. It is said that all of these cargoes were carefully weighed out, and the inference is that the vessels did not get what their bills of lading called for. Such large shortages are outrageous. The matter should be investigated and the guilty parties punished.

THE *Northwest Farmer and Breeder* asks: "What does the United Kingdom know about No. 1 hard wheat?" It then answers its question by saying that, "They never saw any of it pure except in sample sacks, for the reason that the mixers won't let it out of the country pure. Their occupation would be gone if they did." Very little No. 1 hard ever goes out of the country mixed or pure. Our home millers know its value and pay much more for it than the British miller will, so the most of it is ground into flour at home. British millers who are willing to pay what it is worth can get it, and what is more they are doing this very thing. For some time an agent representing the British millers has been at Duluth buying wheat for them.

BRADSTREET'S report of the visible supply of grain on Saturday, Nov. 2, shows a remarkable increase in the stocks of wheat as compared with the previous report. The stocks east of the Rocky Mountains in the United States and Canada amounted to 46,947,796 bushels, against 26,734,514 bushels on Sept. 28, showing an increase of 20,213,282 bushels. The stocks in San Francisco Call Board warehouses, California interior elevators and the principal points in Oregon and Washington amounted to 9,370,000 bushels, against 9,514,000 bushels on Sept. 28. The amount of wheat, and flour as wheat, afloat for Europe, was reported as 17,900,000 bushels, against 9,514,000 bushels on Sept. 28, making the total amount in sight and afloat 74,217,796 bushels, against 50,368,514 bushels on Sept. 28. The stocks of corn amounted to 11,032,000 bushels, 6,136,000 bushels less than on Sept. 28, and 2,142,364 bushels less than on Nov. 1, 1888. The

amount in transit was over 4,000,000 bushels less than on Sept. 28. The stocks of oats amounted to 12,561,000 bushels, against 10,323,558 bushels on Nov. 1, 1888, and 9,258,654 bushels on Sept. 28. There was a great increase in the stocks of barley, the supply being 2,768,372 bushels, against 703,967 bushels on Sept. 28, and 2,366,313 bushels on Nov. 1, 1888. There was not much of an increase in the stocks of rye. The supply was 1,563,910 bushels, against 1,429,788 bushels on Sept. 28, and 1,271,001 bushels on Nov. 1, 1888.

A REPORT has been going the rounds of the press that Missouri's new grain inspection law, which went into effect Nov. 1, requires every warehouseman in the state to take out a license to do business as such. This is a mistake. The law requires that every person transacting the business of a public warehouseman shall take out a license and give a bond as surety for any penalties found by due course of law for any violation of the law. The great majority of the elevator and grain men of Missouri are not public warehousemen, and therefore will not have to take out a license. Only those are public warehousemen whose elevator, warehouse or granary has a capacity of 50,000 bushels or more, in which grain is stored in bulk, and in which the grain of different owners is mixed together.

THE Central Traffic Association and the Western Freight Association have devised a plan to put a stop to the manipulation of rates, which it is claimed will prove detrimental to Chicago's grain trade. At present a shipment of grain from the West that is billed to the seaboard, may be stopped at Chicago for inspection, and if it grades so low as to be regarded unfit for export, the destination may be changed to some interior point without affecting the through rate privilege. Under the new plan proposed a form of through bill will be introduced which will prevent a change in the destination, except on the payment of full local rates. It is hardly probable that this will be detrimental to Chicago's grain trade, although some seem to think it will. It has not yet been announced when the new plan will be put into operation.

A REPORT from St. Louis is headed "A Big Fight On." Now, this does not refer to the great fight which occurred on the floor of the Merchants' Exchange recently, in which a prominent member of the United Elevator Company, who had become excited while talking about the new inspection law, was about to give an ex-governor Sam (uels) hill, but to a fight between the Missouri Pacific Railway Company and the United Elevator Company. The report states that the railway company is preparing to go into the elevator business and has already engaged the services of an experienced elevator manager. On the other hand the elevator company will make a bitter fight against the railroad company, and will reduce the rates to the same basis as the Chicago elevators. While the fight is on country shippers will be supreme and all their desires will be freely granted.

WHILE the Board of Railroad and Warehouse Commissioners is in a humor to give public hearings to complaints, Illinois shippers should make it a point to combine and cry aloud for track scales, clean bills of lading and the delivery by the railroad company of the full amount of grain received. The Illinois warehouse law provides for these things, and it is the duty of the commission to enforce the law, but of course the commission does not know that the provisions of the law are not lived up to until complaint is made. It is the duty of every shipper in the state to use his influence to have this law enforced. It matters not whether he has suffered or not. Others have and have found, much to their sorrow, that the efforts of one or two firms cannot accomplish much in this line. It requires the combined efforts of a number to thoroughly awaken the members of the trade against these abuses and urge the commission to enforce the law.

DOTS AND DASHES.

South Carolina's crop of corn is greater by 4,000 bushels than the best year since the war.

A number of shipments of wheat have lately been made to South America, Rio Janeiro getting most of it.

A strong effort will be made at the next session of Congress to have the long and short haul features of the Inter-State Commerce Law amended.

If there is anything in the claim that wheat is graded higher in Chicago than in other markets, it only proves that Chicago is the best place in the country for wheat raisers to sell their grain in.—*Chicago Journal. Rats!*

Kansas City grain inspectors predict that that city will do a heavier grain business this winter than ever before. Nearly 4,000 cars of wheat were inspected at that point during October and 2,970 cars during September.

Corn is carried by lake and canal from Chicago to New York, a distance of about 1,250 miles, for 7½ cents per bushel. It costs 11¼ cents per bushel to carry corn by railroad freight from Omaha to Chicago, a distance of 500 miles.—*Et.*

There were 465 cars of winter wheat and 980 cars of spring wheat inspected into store at Chicago during the first nine days of the ensuing month, against 545 cars of winter and 286 cars of spring for the same days of November last year.

The foreign capitalists who put a lot of money into Minneapolis milling and elevator property are not satisfied, and seem anxious to extend their operations. They are ready, it is said, to put another \$3,000,000 into St. Paul and Minneapolis mills and breweries.

The Hon. S. W. Allerton of the firm of Allerton & Herron, grain and live stock dealers at Allerton, Ill., has offered \$150 for the best thirty acres of corn raised in Piatt county, Ill., in 1890. This is not the first time Mr. Allerton has offered a prize to the most successful farmer of that county.

In the list of foreign merchandise exported from this country during September we find breadstuffs valued at \$7,745, against \$87,660 for September last year, and for the first nine months of the present year we only exported foreign breadstuffs valued at \$15,898, against \$514,761 for the same period of 1888.

New Yorkers were exercised lest Chicago and Minneapolis should "bunko" the visible supply figures by making irregular warehouses, with their contents of irregular wheat, regular. Were this course now resorted to—which is very improbable—the effect would react on those pursuing it.—*Inter Ocean.*

The yield of wheat in Western and Southern Manitoba has not been equal to what was expected. It is thought in many sections of Manitoba and Northern Dakota it will be necessary to resort to irrigation. In some localities the crops have been nearly ruined for three successive years by extreme dry weather.

On Nov. 2 the stocks of grain in the New York and Brooklyn warehouses were as follows: Wheat, 5,721,640 bushels; corn, 2,180,231 bushels; oats, 1,298,449; rye, 39,051, and barley, 43,373 bushels, against 7,301,767 bushels of wheat; 705,178 of corn; 1,449,958 of oats; 5,096 of rye, and 73,916 bushels of barley on Nov. 5, 1888.

The visible supply of grain in store and afloat on Saturday, Nov. 9, according to the statement issued by the New York Produce Exchange, was as follows: Wheat, 26,842,259 bushels, increase 1,128,753; corn, 6,966,403, decrease 826,246; oats, 6,685,241, decrease 320,113; rye, 1,307,140, increase 56,089; barley, 2,482,598, increase 169,509.

It is reported that Minneapolis received more wheat during October than during any previous month. The receipts were 8,250,000 bushels. Up to Nov. 9 Minneapolis and Duluth had together handled 23,295,036 bushels of this year's crop, which exceeds the movement for the same period of any previous crop year by 1,193,954 bushels.

During the first nine months of the present year we imported 3,165,980 bushels of flaxseed valued at \$3,787,502, against 1,379,081 bushels valued at \$1,390,425 for the same months of 1888. This grain could just as well be raised at home. There is a tariff of 20 cents a bushel on it, which should encourage our farmers to produce all that is required to meet the home demand. Grain men will do well to encourage them in this.

Press Comment.

NO OPPOSITION TO STATE INSPECTION AT KANSAS CITY.

The new Missouri state grain inspection law went into effect Nov. 1. So far as the Kansas City grain men are concerned, the opposition to the law has died away, and they are willing to abide the results. The St. Louis grain men say they will fight it. The new grades are about the same as the old, and the new local inspection force is in charge of an experienced man who had charge of the old force, so the change from board of trade to state inspection will occasion no jar.—*Modern Miller*.

WILL NOT AFFECT THE GRAIN TRADE.

The change of ownership [of the Chicago grain elevators] can have no effect on the grain trade proper, as some alarmists seem to fear. If all the elevators in the country should be owned by Englishmen, the fact could have very little influence on cereal values. Storage charges are regulated by law, and no combination of capital, foreign or domestic, can be made strong enough to control the nation's grain product. Should any set of men be wild enough to attempt such a thing, utter and ignominious failure would be the result.—*Chicago Commercial Report*.

SHOULD DELIVER WHAT THEY RECEIVE.

The complaint of country shippers against the railroads of short weights has grown gray with age. So general is the evil that the rural consignor, by figuring in this item, makes the farmers and people at large pay for the shortage. They attribute the loss to dishonest or careless weighing, and the city commission man seldom meets with success in trying to locate the cause. The railroads are responsible for the grain given into their care, and should be required by law to deliver as much as they receive. This would put an end to peculiar methods by which the grain is lost, and save a vast amount of time to the commission men.—*Chicago Tribune*.

THE WHEAT-GROWERS' TRUST.

The wheat-growers' trust that is to be, which tried to get born at St. Louis in October, is one of the coolest things that has been seen since the cool weather began. They want all other trusts smashed for their benefit, and they propose to "corner" the whole world and the fullness thereof for their own especial benefit. In the meantime, that St. Louis rutabaga cultivator, Norman J. Colman, and that eminent wheat grower, Robert Lindblom, who sows and harvests his wheat in Chicago, will pardon this great, big, bustling, jolly world for laughing at them and their ridiculous co-humbugs, co-quacks, co-ignoramuses, co-fools, co-frauds, co-demagogues and co-hypocrites who are cohorts with them in their attempt to form a trust.—*Milling World, Buffalo*.

THE REPORT IS ABSURD.

The talk of "transferring the grain trade of Buffalo and Oswego" [to Erie, Pa.] is quite absurd. The effect of the elevator law has been but slightly felt by grain owners. Under the old plan it cost three-fourths of a cent to make a direct transfer at Buffalo from vessel to boat, this entitling the grain to no storage. Under the new law the grain is charged seven-eighths of a cent for transfer, but this includes five days' storage. The rail route from Erie cannot carry grain to the coast so cheaply as the canal route from Buffalo. Half a million dollars would not go far toward supplying elevators to handle the business that the Buffalo houses so well care for. The Anchor line right along has been handling nearly all of its grain traffic at Erie.—*Marine Record*.

THE CHICAGO BOARD DOES NOT RESPOND.

The recent agitation by country shippers in Illinois against the alleged rigidity of the inspection of grain here does not appear to have met with any response from the members of the Board, who seem to be generally of the opinion that to the holding up of the grades, particularly of wheat, Chicago in a great measure owes her standing in the grain markets of the world. There is, however, a feeling in some quarters that the inspectors are at times liable to be deceived in the quality of wheat that has passed through the hands of the cleaners and mixers, on account of the brighter and cleaner appearance it presents, as compared with that fresh from the farmers' bins. It is not the design, of course, of the inspectors to discriminate in favor of this class of wheat, and their attention only needs to be called to the matter to insure a remedy of the evil, if it exists.—*Chicago Daily Business*.

STATISTICIAN DODGE DEFENDED.

The statistician can make errors, and he can be misinformed by his correspondents. But there is nothing whatever in the past to indicate any aim on his part to "persistently lean to the theory of big crops." The Department of Agriculture is not chargeable with the erroneous work of others, even though the claim be made that the deductions are drawn from official data. The Department information is not to be denounced as prejudicial to the interests of the producer for the reason that a leading paper in New York can make the "absurd claim" that the surplus and crop this year will furnish an exportable quantity of wheat equal to 225,000,000 bushels. The Department work is not to be discredited nor taken as

harmful to any legitimate interest because of misapplication or misinterpretation of its data, if there be not dereliction in the official effort. Mention is made in regard to the lack of large supplies of corn from the 1888 production as an evidence of over-estimate of that year's crop. It proves nothing of the kind. That crop began to go into consumption long before the ordinary period; it has made more pounds of pork and of beef than were ever before produced in an equal time in this country.—*Cincinnati Price-Current*.

INDIAN WHEAT AS A "BEAR" HAMMER.

Every year it becomes plainer that the chief office of the Indian wheat carried to Great Britain is to hammer down the prices of other and better wheats imported into that country. The total amount of the Indian wheat sent out has never exceeded 40,000,000 bushels in a single year, and the average is not over 23,000,000 bushels a year, and even of that amount Great Britain does not use more than half, unless compelled to. She ships it to the Continent after it has been used as a speculative "bear" hammer, and she then buys the better wheats whose values she has pounded down with the nasty Indian stuff. American wheat owners will one day understand this move on the part of the British brokers, millers, dealers, agents and consumers, and when once they do understand it they will make an effort to hold their grain long enough to test the sincerity of the boasted British satisfaction with Indian wheat. The withholding of American supplies is the key to the situation. Over-haste in forwarding American supplies gives the key of the situation to the Britons.—*Milling World, Buffalo*.

MR. DODGE REPRIMANDED.

Secretary Rusk and Statistician Dodge had an interview yesterday in which the former took occasion to express his views on the impropriety of making official reports first through the columns of a newspaper in the form of a paid contribution. In an interview two or three days ago Dodge declared that there was nothing in his contribution that had not been fully covered in his October report. A comparison of the letter and the report proves the falsity of this statement, and convicts the statistician of palpable misrepresentation of the facts in the case. His October report is silent on the question of acreage and total production of wheat, and his letter distinctly states that on an area of about 38,000,000 acres a crop of about 485,000,000 Winchester bushels was raised, and, allowing for short weight, about 470,000,000 60-pound bushels. This last bad break of Statistician Dodge should cost him his position, and make a place for somebody whose judgment is not warped, and who is not a monomaniac on the desperate villainy of speculators.—*Chicago Daily Business, Nov. 7*.

STATISTICIAN DODGE'S PRIVATE SNAP.

Recent developments seem to show that Statistician Dodge of the Agricultural Department regards his public position as a private snap. The people depend upon him and his bureau for information about the crops. But it seems that he prefers to suppress the more valuable of this information until he can use it for private revenue in a newspaper. Important statistics concerning the acreage and yield of the wheat crop was missing from Dodge's last October report, and while people were looking for it and wondering what had become of it, it turned up over his name in a New York paper. If Dodge has a connection with an agricultural periodical in New York, Secretary Rusk should put him where he will not be able to choose the public out of their rights. He is paid for attending to the people's business. No one objects to a public officer's writing for newspapers, so long as he does not suppress facts that belong to the public until he has sold them privately. The present matter is too serious to be passed over in silence. Secretary Rusk should sharpen up his rake and investigate the statistician and his office.—*Chicago Herald*.

WHERE OUR EXPORTED CORN GOES.

The exportation of corn during the last two or three years has been on the decline, and during the year ending June 30, 1888, only 24,278,417 bushels were exported, but this year it will be much larger, and it is to be hoped that henceforth it will continue to increase. The year in which we exported the most corn was in 1880, when we sent 55,635,347 bushels to Great Britain and Ireland, and 33,565,597 bushels to Continental Europe. Since that year our corn exports have steadily declined. Until last year Great Britain and Ireland had annually taken over 23,000,000 bushels for sixteen years, and in 1878 took 65,915,851 bushels of our corn. The average amount taken annually by Great Britain and Ireland for the sixteen years preceding the crop year of 1887-'88 was about 39,000,000 bushels, and during that period Europe and other parts of the world also took large quantities of our corn. During the nine months ending Sept. 30 Great Britain and Ireland imported 35,710,254 bushels of corn from this country, against 12,154,733 bushels for the same period of 1888; Germany, 4,380,622 bushels, against 803,874 bushels last year; France, 6,067,141 bushels, against 790,422 bushels last year; other European countries, 6,962,619 bushels, against 2,199,841 bushels last year; British North America, 7,898,510 bushels, against 4,201,052 bushels last year; Mexico, 770,122 bushels, against 13,745 last year; West Indies, 511,888 bushels, against 472,113 bushels last year; and South America, 578,186 bushels, against 38,682

bushels last year. Small amounts aggregating about 50,000 bushels were sent to other countries.

This shows that there has been an increase in the amount exported to every country for the first nine months of the present year as compared with the same period of last year. The aggregate amount exported exceeds that exported for the same months last year by over 43,000,000 bushels, which is truly a very good showing.

THE NATIONAL BOARD OF TRADE.

The National Board of Trade met at Louisville, Ky., Oct. 16, and Frederick Fraley of Philadelphia, who has been its president since it was organized at Boston in 1868, was again elected president.

Among other reports made was the report of the committee appointed last year to act in promoting the proposed introduction of the cental system for grain and other products. The report stated that the Chicago Board of Trade had declined to co-operate in the movement, and other prominent exchanges had failed to take favorable action, in view of which the committee recommended that further action be postponed until such time as the sentiment of the various commercial exchanges of the country seems to warrant it. The report was adopted. On motion the resolutions of last year favoring the cental system and providing for memorializing Congress to legalize the same, were reaffirmed.

A number of resolutions were presented and adopted. Among the adopted were the following:

Resolved, That the fullest intelligence is requisite to the preservation of a proper equilibrium between the great industries of the country, and that the title of the Department of Agriculture should be changed so as to be entitled the Department of Commerce, Agriculture and Industry, and that Congress be memorialized accordingly.

WHEREAS, The increasing facility of transportation renders our shores continually more and more accessible to foreign disease, pauperism and crime; therefore be it

Resolved, That preventive measures against this evil should be increased, and that the reception of paupers, helpless invalids and criminals is not a necessary part of our free institutions nor demanded by national hospitality.

Resolved, That Congress be requested to pass a law providing for the issue of a long time bond bearing a low rate of interest—say 2 per cent.—this to be the basis for a circulating medium of national banks.

Resolved, That our rivers and harbors should be improved by the general government, and maintained by continuous and adequate appropriations for all meritorious work, and that Congress should grant no charter for a bridge over navigable streams, the channel, span and height of which was not simply sufficient for the preservation and protection of these highways. These improvements mean two methods of transportation, and a substantial check upon either route against exorbitant freight rates; and when made permanent will assure stable rates to the seaboard by either method.

Resolved, That our rapidly increasing population and power of production demand increased facilities for foreign commerce, and the facilities should be provided by assistance given by the national government to lines of steamers to foreign ports, especially those of South America.

Resolved, That the National Board of Trade sends greeting to the Pan-American Congress, and asks that it take such action as will secure unification of silver coinage in the states represented in the Pan-American Conference.

The Board adopted a memorial to Congress asking that the Torrey Bankrupt Bill, which was adopted at the convention of merchants at Minneapolis last September, be enacted.

They also adopted the following, which was proposed by the Chicago Board of Trade:

WHEREAS, It is currently reported and generally believed that, at the next session of the Congress of the United States, strenuous efforts will be made by railway and other interests for the repeal or modification of Section 5 of the Act to Regulate Commerce, which prohibits pooling.

Resolved, That the National Board of Trade is opposed to the repeal of the provisions of the Inter-State Commerce Act, which prohibits pooling by the railway companies, and is also opposed to any modification of such provisions of the said law.

A great many other questions of national importance were discussed, and on the evening of the second day a banquet was given the delegates.

IMPORTS OF BREADSTUFFS.

The summary statement of imports and exports issued by the Bureau of Statistics Nov. 1 shows that during the month of September we imported breadstuffs valued at \$153,817, against breadstuffs valued at \$110,007 for September, 1888, and for the nine months ending Sept. 30 we imported breadstuffs valued at \$3,310,147, against \$2,857,762 for the same period of 1888.

During the month of September we imported 236,169 bushels of barley, seven bushels of corn, 754 bushels of oats, and 5,780 bushels of wheat, against 135,209 bushels of barley, 32 bushels of corn, 565 bushels of oats, and 373 bushels of wheat for the same month of 1888.

For the nine months ending Sept. 30 we imported 5,290,394 bushels of barley valued at \$3,177,709, against 3,278,099 bushels valued at \$2,379,972 for the same period of the preceding year; 1,859 bushels of corn, against 22,793 bushels for the first nine months of 1888; 12,142 bushels of oats, against 36,583 bushels for the same period of 1888; and 8,528 bushels of wheat valued at \$7,093, against 446,504 bushels, valued at \$382,640 for the same period of 1888. Showing that for the first nine months of the present year there was a large falling off in the imports of all breadstuffs save barley, and there was an increase of over 2,000,000 bushels in the amount of that cereal imported.

LAW AND LITIGANTS.

Illegal Trading—Profits Paid to Broker.

The profits arising from an illegal and speculative deal in wheat, paid by one of the parties to the broker who negotiated the transaction, to be paid over by him to the other party, can be recovered in an action by the latter against the broker, notwithstanding the fact that original contract was not enforceable.—*Floyd vs. Patterson, Texas Supreme Court.*

Wagering Contracts Void and Illegal.

A contract providing that defendants should give orders to plaintiffs from time to time to purchase and sell on the Board of Trade, in their own names, certain merchandise on account of defendants, and before the time of delivery to procure such purchases and sales to be set off against each other according to the usages of the Board, defendants not to receive or deliver any merchandise, but only to pay or receive from the plaintiffs the difference between purchase and the selling price, and plaintiffs to receive a certain margin and commission, is a wagering contract, and void as against public policy, though plaintiffs' purchases and sales in pursuance of such contract were legal. And such contract is not only void but illegal, and plaintiffs cannot recover commissions or money paid in settlement of differences between purchases and sales made in pursuance thereof.—*Harvey vs. Merrill, Massachusetts Supreme Court.*

Admission of Evidence in Suit for Margins.

The Supreme Court of Nebraska rendered an opinion last month that is of especial interest to grain dealers and speculators. It was in the case of Watte, a grain broker of Chicago, against McKersham of Lincoln, Neb. McKersham speculated in options through Watte, lost heavily and was sued for the margins. In the trial court McKersham was allowed to prove that he was unable to pay for the grain bought; that he was not the owner of an elevator or other means of receiving grain, and that he did not own or have possession of any grain, and particularly of the grain sold at the time he ordered the plaintiff to sell the grain testified to. The Supreme Court decided that this evidence was properly admitted and constituted a good defense, and refused to interfere with the decision of the court below, as the facts of the case were known to Watte at the time of the transaction.

A Board of Trade Suit.

Samuel L. Wagner, an elderly German, has brought suit to recover losses he claims to have sustained through James B. Peabody, a commission man on the Chicago Board of Trade. The plaintiff alleges that March 5, 1884, he ordered defendant to purchase 10,000 bushels of wheat at 96½ cents a bushel. Margins were placed in Peabody's hands, and without direction, it is said, the broker sold the grain March 10, 1884, at 95½ and 95¾ cents, when the following day the market price went up to 97½. In April, 1884, Wagner ordered the purchase of 10,000 bushels of wheat at 82 cents, and it is charged that Peabody failed to fill it, whereby a loss was created, as wheat went up in a few days to 89 cents. Another deal occurred Feb. 19, 1884, when defendant was requested to purchase 10,000 bushels of corn at 59½, and told to hold it till June. Without authority the broker is accused of selling it March 6 for 56 cents. Altogether Wagner makes a claim for some \$3,000. For the defense it is insisted that the differences between the parties have all been settled. The same case was heard in May, 1886, and a verdict rendered in favor of the defendant.

The McEvoy Law Is Constitutional.

The New York Court of Appeals has in the cases of *The People vs. Budd* and *The People vs. Pinto* affirmed the constitutionality of the McEvoy Elevator Law passed by the legislature of the state in 1888. The court, in rendering its decision in the principal case, said, among other things: "The principal question at issue is whether the McEvoy Grain Elevating Law of 1888, fixing the maximum charge for elevating grain, is valid and constitutional. It was undisputed that the defendant exacted a greater charge for elevating than the sum allowed by the act, and the verdict of guilty was justified. The validity of legislation which imposes burdens and restrictions upon the use and enjoyment of property and the restraint put upon personal conduct, which seriously impairs the value of such property and abridges freedom of action, is questioned by none to some extent, but such legislation may often be arbitrary and not justified, and the court in several notable instances has vindicated individual rights against unjust and arbitrary legislation. Grain elevators are in every sense common carriers, and therefore can properly be placed under legislative jurisdiction." * * * "We are of opinion that the statute of 1888 is constitutional as a whole, and that although it may comprehend cases which, standing alone, might not justify legislative interference, yet they must be governed by the general rule. We rest the power of the legislature to control and regulate elevator charges on the nature and extent of the business, the existence of a virtual monopoly, the benefit derived from the canal creating business and making it possible, the interest to trade and commerce, the relation of business to prosperity, and the welfare of the state, and the practice of legislation in

analogous cases. The police power may be used for illegitimate ends, although no court can say that the fundamental law has been violated. There is a remedy at the polls, and it is an efficient remedy if at the bottom legislation under it is oppressive and unjust. A remedy by taking away the power of the legislature to act at all would, indeed, be radical and complete, but the moment the police power is destroyed or curbed by rules a danger is introduced into our system which would be far greater than the results from an occasional departure by the legislature from the correct principles of government." The opinion of the majority is dissented from by Judges Peckham and Gray on the ground that the act in question was an unconstitutional exercise of power by the legislature, as legislating against individual rights and property and interfering with the lawful privilege of the individual to seek and obtain such compensation as he can for the use of his own property where he neither asks nor receives from the sovereign power any special right or immunity not given to and possessed by every other citizen, and where he has not devoted his property to any public use within the meaning of the law.

WATERWAYS

The Illinois & Michigan Canal will be officially closed for navigation from Bridgeport to La Salle on Nov. 15 at midnight.

The Board of Trade of Grand Rapids, Mich., has ordered that a preliminary survey of the route for the proposed canal to Holland, Mich., be made.

The "103," another of Capt. McDougall's whale-backed; cigar-shaped vessels, has been completed and launched. On her first trip out from Duluth she took 86,000 bushels of wheat.

The Department of Railways and Canals of the Dominion Government issued a notice recently stating that until the close of navigation the St. Lawrence canals would be opened Sundays.

The American schooner *Imperial*, which left Chicago Oct. 8 bound for Midland with 20,000 bushels of corn for Gooderham & Worts, Toronto, struck a rock in Georgian Bay Oct. 17, and sank in 200 feet of water.

Last month another steamship left New York harbor for Greytown with a cargo of supplies for the Nicaragua Canal Construction Company. This makes a total of six steamship loads and three sailing vessels sent to Nicaragua since the construction party sailed last May.

The demand for grain carriers has been so heavy that the Cleveland Iron Mining Company chartered some of their mammoth iron barges to carry corn from Duluth to Buffalo, thinking that there is more money in carrying corn than in carrying the company's ore.

The work on the new government lock at Sault Ste. Marie, Mich., will be pushed during the winter with all possible speed. The work of excavating will be continued and the force increased at once. The contractors expect to complete their contract by next fall. The terms of the contract called for completion by next June, but the cofferdam trouble has caused some unavoidable delays and put back the work.

The following new trip rates on grain were adopted by the Chicago Board of Marine Underwriters last month and went into effect Nov. 1: From Chicago to ports on Lake Michigan, 55 cents net; to ports on Lake Superior, \$1.20 net; to ports on Lake Huron, Sarnia and Detroit River, 90 cents; to ports on Georgian Bay, \$1.10 net; to ports on Lake Erie, \$1.10 net; to ports on Lake Ontario, \$1.35 net; to Montreal, \$2.25 net.

The propeller *Nebraska* recently took a cargo of 19,000 bushels of corn and 73,000 bushels of oats from Chicago, and upon arriving at Buffalo her cargo of corn was found to be 260 bushels short, while her cargo of oats overran a few bushels. This is not the first cargo that Buffalo weighers have pronounced short lately. A number of cargoes from Lake Superior were said to be short recently. Something is wrong and the matter should be investigated.

Brig. Gen. Casey, Chief of Engineers, in his annual estimates submitted to the Secretary of War, makes the following, among other recommendations for appropriations for continuing work on Western waterways under his charge: Hay Lake channel, St. Mary's River, \$500,000; St. Clair Flats Ship Canal, \$200,000; St. Mary's River, St. Mary's Falls, \$1,236,000; Harbor of Refuge, Milwaukee Bay, \$150,000, and Harbor of Refuge at Duluth, \$150,000.

The commission appointed by Governor Beaver of Pennsylvania to inquire into the feasibility of constructing a ship canal from the Ohio River to Lake Erie met at Pittsburgh Oct. 24. The permanent officers elected were: John A. Wood of Pittsburgh, president; W. A. Shallenborger of Dorchester, treasurer, and Eben Brewer of Erie, secretary. The advantages to be derived from a ship canal connecting Lake Erie with the Ohio River were discussed and maps and charters of old surveys examined. A thorough survey of the proposed route will be made. Governor Beaver's idea is to make a continuous waterway from New York to New Orleans en-

tirely inland by connecting the Ohio River and Lake Erie, and then enlarge the Erie Canal from Buffalo to Albany. He believes that it would be advantageous from both a commercial and military point of view.

The delegate from Nicaragua to the Pan-American Congress is Dr. Horacio Guzman, who was educated in this country and married an American girl, is said to be strongly in favor of the Nicaragua Canal.

The steel steamship *America* recently arrived at Buffalo at 3:15 o'clock in the morning with a cargo of 104,600 bushels of corn. At 9:15 o'clock at night, 18 hours after her arrival, she was ready to sail, having on board 2,700 tons of coal, besides her fuel. She was unloaded, too, at what has been considered a slow elevator, and her coal cargo was not loaded in unusually fast time. Nearly 6,000 tons of corn and coal were handled in but little longer time than from daylight to dark. And yet, had the *America* been sent to a house with two elevating legs—and Buffalo has half a dozen such—the entire work could have been done in six hours less.—*Engineering Journal.*

AN ENGLISHMAN'S VIEW OF OUR GRAIN TRADE.

The well-known English writer upon cereal topics, Mr. H. Kains-Jackson, in a late number of *Dornbusch's*, writes as follows:

"It is well to remember that within the past ten years the Continental buying of foreign wheat increased by leaps and bounds until England, formerly the only large buyer, found France and Italy taking the half of Indian wheat exports, and Antwerp rivaling Liverpool in various imports which were distributed all round the great Belgian port. Here then existed an incentive for American farmers to go on extending their orders, and for American millers to increase their power. They saw England wanting more and more and the Continent wanting more and more, and so were encouraged to trust the future. But *nous avons change tout cela*, or rather the French and German governments have done so by imposing within the last three years certain heavy import taxes, which not only had an immediate influence, but were far-reaching in checking the rampant efforts of America to grow wheat and make flour. The French acreage of wheat is increasing, and it is likely the German will do so, although in a less degree, as Hungary and Russia are near and cheap neighbors. What I want here to make clear is:

"That European milling competition is increased, and can favorably work against American millers.

"That America's customers are being reduced (by the self-protecting policy of France and Germany), so that the United States have now (as was the case a dozen years ago) to ask 'What will Great Britain want?' Europe as a customer is one on which America cannot depend, that is for wheat. For maize there is still a good buying power on the Continent, and, as I think, likely to be.

"For the above reasons, not to go into further details, it seems as if the last few weeks have been working the skin of the surface of trade, leaving the undercurrent sound and bright to carry future business."

THE WORST KIND OF PIRACY.

When a man has by years of perseverance, industry, honesty and reliability built up a business, and has made a market for his wares because of their uniform good quality, whether he be rich or poor, no part of his possessions is of greater value to him than his good name and the good will which attaches to his business. As his name and good will are most valuable, and are at the same time so intangible, they afford a ready mark for men who, lacking the necessary ability and experience, desire to build themselves up on the reputation and at the expense of men who have greater ability and long experience. This kind of robbery is most disgraceful, and when attempted by those who are indebted to the intended victim for their business education and their knowledge of the business they attempt to steal, becomes the worst kind of piracy. Instances are not lacking where, from the dislike of the victim to the expensive and tedious litigation necessary to the preservation of his rights, and from the carelessness and lack of interest of the public, the piracy is successful.

In 1869 Geo. W. Lord of Philadelphia began the business of manufacturing a boiler compound, which by years of use and by his judicious and intelligent manner of advertising and otherwise conducting his business, has become well and favorably known all over the country. "Lord's Boiler Compound" has a well-won reputation, and Mr. Lord is fairly entitled to the good will that attaches to the name. Recently two men who were in his employ have left him and started in business in Philadelphia under the name of S. W. Lord & Co., advertising "Lord's Boiler Compound." The intent in using this name is obvious, and is nothing less than a deliberate attempt to rob the original maker of some part of the trade which he has built up by twenty years of hard work and close attention to business. The attempt will not succeed if the public who are interested in the purchase and use of the compound will respect the rights of the honest owner and refuse to deal with men whose principal stock in trade is their dishonest appropriation of another man's good name.—*Stationary Engineer.*

The farmers of Herman, Minn., are going to erect a grain warehouse at that place, with a capacity of 8,000 bushels.

THE EXCHANGES.

Tickets of membership to the New York Produce Exchange have ruled quiet at \$850@900.

The Chicago Board of Trade has invited the co-operation of the commercial exchanges of the country in locating the World's Fair of 1892 in Chicago.

The Toronto Board of Trade will probably apply for Winnipeg quotations, as some of the prominent members have expressed themselves strongly in favor of it.

The Merchants' Exchange of St. Louis was recently all torn up over a petition proposing to distribute the \$500,000 surplus in their treasury pro rata among the members.

The National Board of Trade held a two days' session at Louisville, Ky., last month, and adjourned to meet the same time next year at a place to be determined by the executive committee.

A report from St. Louis states that the proposition to establish a grain clearing house in that city such as is in existence in Chicago and elsewhere, is receiving encouragement. The advantages, it is claimed, will be very great to the traders on 'Change.

The Board of Directors of the Merchants' Exchange of St. Louis has secured an option on a piece of property for \$360,000, and if a clear title can be obtained it will purchase the land and erect a new exchange. The building occupied by the Exchange at present is owned by the Chamber of Commerce Association and rented to the Exchange.

An effort was made recently to repeal the "corner rule" of the St. Louis Merchant Exchange, and an election was held at which 982 votes were cast. It was a fight between the millers and the speculators, and the millers won by a vote of 509 against the repeal, while there were only 371 votes for the repeal. A two-thirds vote was necessary to secure the repeal.

The annual financial report of the Minneapolis Chamber of Commerce shows that the receipts for the year were \$39,502. Of this amount \$880 were received from clerk tickets; \$900 from membership transfer fees, and \$300 from visitors' tickets. Over \$9,000 were expended in repairs and improvements, and \$18,000 added to the sinking fund, making a total of \$48,000 in this fund.

The visiting South and Central Americans must have carried away with them the impression that the prevailing feature of the Chicago Board of Trade is noise. The hubbub of the pits was supplemented by cries of enthusiasm when the delegates entered the exchange hall. "Ah! si, catch on, as you say; here zay are coming, ze bulldozer, is it not? Ze one man he say, 'You buy, or I break your head,' and zat is why zay shake zeir fists." This was the comment of a very distinguished senior after the principles of trading had been explained to him. As it was evident that Spanish-America was not educated to the point where it can appreciate the necessity of shouting and wild gesticulation in the transaction of affairs, the effort at explanation was labor lost. Each delegate was presented with a handsome memorial of their visit to the Board, with facts and figures printed in Spanish and English.

MEETING OF WHEAT GROWERS.

A large number of the wheat growers of the Mississippi valley met at St. Louis Oct. 23 in reply to a call issued by the Farmers' Federation of the Mississippi Valley. The convention was called to order by W. N. Allen, president of the Federation, who in the course of his remarks said:

"Liverpool is the great distributing point for the food supply of the world, hence the governing market. The buyers on this market, crop reports being sent them by state and government authority of this country, make a bid, say of 90 cents per bushel for our wheat. If this should not bring a supply the bid would be increased until \$1 perhaps would be reached, and if this should excite too great an activity in the movement of the crop the price would be lowered. The demand is always regular and it has been discovered by experience that by thus manipulating the price the supply can be practically adjusted to the demand.

"The fluctuation in the markets, which has the appearance of competition, is by common consent of the buyer and is absolutely essential to adjust the supply to the demand, and if there were but one buyer and distributor of the food supply of the world, he would be compelled under the present system to resort to this process of lowering and raising the price in order to regulate shipments and keep up the equilibrium between supply and demand. The testimony taken by the United States Senate investigating committee corroborates the theory that it is an unrestrained supply and not a combine that is the cause of the evil of low prices.

"Now, if we can organize a power that can control our surplus and keep it off the market for a given length of time, wheat must advance in the Liverpool market to bring this surplus forward; but in the present emergency,

how shall we do this? We have no bank with capital to aid in the matter, and must for the present rely upon the interest and good faith of the farmers to hold the surplus.

"It is said if we advance the price of wheat it will stimulate production and increase the surplus. In answer we say that there has been the past decade an unprecedented increase in the agricultural productive power of the world, still the arithmetical ratio of increase of the food supply has not exceeded the geometrical ratio of increase of population.

"Europe demands the surplus of wheat of all exporting countries and must have it to bread her population. The proposition submitted to this convention is to fix the minimum price that wheat shall be sold for on the Chicago market. This would establish the price—less the cost of transportation—to every other trade center in the Mississippi valley. Advise farmers not to sell for less, and to corner this surplus of 120,000,000 bushels of wheat in our granaries and on our farms, and to notify *Mark Lane* that it will not be sent forward unless there is a price offered that will justify exportation."

Charles H. Robinson, the pioneer governor of Kansas, followed Mr. Allen. Gov. Robinson said the chief object of the convention was to regulate prices in this country so that producers could get a fair profit on shipments. Whenever Europe wanted low prices all it had to say was that the wheat market was overstocked, and down we came to its price. This was a great injustice to the producers. At present England seemed to be well supplied with wheat, but the farmers of this country need only wait for a short while and England—and even Europe itself—would be compelled to acknowledge the superiority of the American market.

Gov. Robinson was elected temporary chairman of the convention and gave way to Norman J. Colman, permanent chairman. W. N. Allen was elected vice-president and Z. G. Wilson of Minnesota secretary.

On the second day the convention was addressed by Robert Lindblom of Chicago on the "Commission Business." Mr. Lindblom devoted himself to trusts and wheat. He said that last year he believed trusts were an evil, that they were intended to be instruments of monopoly, of extortion; but as the organizations were perfected it was found that the profit resulting from the fact of simple co-operation instead of competition was so immense that extortion was not necessary in order to satisfy the greed of would-be monopolists.

"Thus it has come to pass," said he, "that the monopolists have taught society a lesson that will in time make monopoly an impossibility. It is the lesson of co-operation; the benefits to be derived by many men working for the same object, instead of the same men working to hurt each other in the vain hope of being able to benefit themselves.

"I was brought up to believe that wheat on the Great Lakes at \$1 per bushel was as good as a government bond, but in four years it never went as high as \$1 until last year, when it touched \$2 for a minute because of 'Old Hutch.' He was as much surprised as any, and probably lost money as well as the bears did, but the effect of that little spurt of common sense kept wheat above \$1 for six months, and we exported nearly 160,000,000 bushels at an average price of over 80 cents. I refer to these matters to show that our prices do have some influence abroad, and my own experience is that at fairly high prices we can sell more grain than at very low prices. Human nature is the same all over. Prices never get so high but that somebody believes they are going a little higher, and never so low but some one believes they are going a little lower. The wheat dealers are no exception. I have never met a more gullible set of men."

Mr. Lindblom held that there was no over surplus of wheat and that low prices were due to manipulation. The acreage of wheat had not increased in the United States in ten years, and there was not and never would be an overproduction here.

Norman J. Colman followed in a speech that created a great sensation. It was purely free trade. He denounced the present administration and its policy. Speculators, elevator combines, pools and commission men were lashed and called robbers of the farmer.

At this point Chairman Hall of the committee of resolutions made a report, which set forth that farming under existing laws is a losing business, and that Congress and the President be asked to make such reciprocity treaties with foreign nations as will cause such nations to remove customs and duties from products shipped abroad, thereby resulting in a higher price for the products. Congress was also requested to pass laws throttling trusts and existing monopolies.

Among other resolutions adopted were the following: *Resolved*, That we proceed to a permanent organization of the Inter-State Wheat Growers' Association by an election of an executive board to be composed of two members from each state and territory included in the Mississippi valley, whose term of office shall be two years; and

Resolved, That the said executive board, together with the executive boards or heads of departments of the Farmers' Federation shall have power to advise relative to price that all farm products should be sold for in the markets of commercial centers in the Mississippi valley.

Resolved, That we recommend our brother farmers, when and where practicable, to build joint stock elevators for their own use and benefit, and, further, we believe that another cause of the disaster to the wheat-growing industries of America lies in what is known as bearing and bulling the market, and therefore we respectfully request our Congress to pass an inter-state law making it a felony for any man or company of men to sell or offer for sale any produce which he or they do not own at the time of sale or offering for sale.

S. Thornton Prime also delivered an address on the "Condition of the Wheat Crop"

The executive board is to have full power to transact

the business of the association. It will fix the price of wheat, build granaries, and store wheat until the fixed price is obtained. Agencies will be established in Chicago, St. Louis, Kansas City and Omaha Dec. 1 for the purpose of handling the product of the association.

PERSONAL.

Miss Anna R., daughter of J. J. Blackman, grain commission merchant at New York, is to be married Nov. 19 to Edwin B. Haughton.

James S. Wiley, a former grain dealer at Colfax, Ill., has moved to Decatur, where he will locate permanently. He intends to travel for a Chicago firm.

The son of W. W. Cargill, the well-known grain dealer of Minneapolis, has gone to Fairmont, Minn., to learn the details of handling grain in the Cargill Elevator at that place.

Spensky Barnett, a Russian who represents a European syndicate, has been in Duluth, Minn., examining the elevator system. He proposes to take it as a model for a system to be built at Odessa.

C. H. Siever, owner of the Union Elevator at Glencoe, Minn., is a lucky man. He drew \$30,000 last spring in a lottery and left for Europe recently to enjoy a four-months' trip as a celebration of his good luck.

Mr. and Mrs. C. A. Bloomer of Buffalo, N. Y., celebrated their golden wedding Oct. 15. Mr. Bloomer is president of the Western Elevating Company, which handles all the grain received in that city by lake.

WHEAT RECEIPTS AT PRIMARY MARKETS.

According to *Daily Business* the receipts of spring wheat at the following points from June 30 to Nov. 2, as compared with the corresponding periods of the two preceding years, was as follows:

Points.	1889.	1888.	1887.
Chicago.....	11,297,000	7,727,000	5,641,000
Milwaukee.....	2,968,000	2,382,000	3,348,000
Minneapolis.....	16,956,000	16,364,000	17,861,000
Duluth.....	8,111,000	2,025,000	6,127,000
Total, bu.....	39,332,000	28,498,000	32,977,000

The total receipts of winter wheat at the following points for the same periods were:

Points.	1889.	1888.	1887.
St. Louis.....	9,104,000	9,603,000	9,954,000
Toledo.....	4,855,000	6,118,000	6,985,000
Detroit.....	3,607,000	5,164,000	4,141,000
Kansas City.....	1,436,000	1,469,000	968,000
Cincinnati.....	914,000	1,297,000	843,000
Total, bu.....	19,976,000	23,651,000	22,841,000

GRAND TOTAL.

Grades.	1889.	1888.	1887.
Spring wheat.....	39,332,000	28,498,000	32,977,000
Winter wheat.....	19,976,000	23,651,000	22,841,000
Total, bu.....	59,308,000	52,149,000	55,818,000

A WAY TO OBTAIN VALUABLE CROP REPORTS.

Certain esteemed contemporaries appear to be harmonious in declaring that Statistician Dodge's crop reports are entirely unreliable. Notwithstanding all the variations of the Dodge reports from exactitude, contemporaries, you cannot deny that they represent more real work of compilation and less guess work than any other reports sent out. If the Dodge reports are to be discredited or abandoned, then our "statisticians" must rely solely upon guess work, misrepresentation and unchecked bull and bear gambling reports. Mr. Dodge's reports at least serve to make wholesale lying by the gamblers somewhat dangerous, and for that one thing they are valuable. Statistician Dodge does the best possible under the circumstances, and only the gamblers in crops would profit from the abandonment of the government crop statistical reports. The system should be made more nearly perfect. It should be thoroughly developed so as to include actual area and yield. The area could be announced at the beginning of the season, and the yield should be given after threshing. Between those two points only climatic and crop conditions should be reported, leaving "estimated" yields out of the programme altogether. Then crop statistics by the government bureau would mean something which neither government nor other statistics can mean now.—*Milling World, Buffalo.*

The Metcalf-McDonald Company of Chicago have closed a contract to erect for the West Chicago Street Railway Company an elevator having a capacity of 150,000 bushels, and to be equipped with cleaning, grinding, weighing and transferring machinery.

WHEAT-GROWING IN CALIFORNIA.

A California correspondent of the *American Rural Home* says a change must shortly come in the methods of wheat-growing in California. The plan has hitherto been to constantly cheapen the cost of production at the expense of the fertility of the land. This to a certain extent injures other farmers in all parts of the country where a dense population renders such methods unavailable. As their yield of grain decreased, farmers resorted to various methods for growing wheat cheaply rather than go to the expense of fertilizing their lands.

Gang plows, sowing machines upon wagons, straw burning, threshing machines and other mechanical devices for rapid work came into use for cheapening the cost of grain production. The greatest improvement in this line was the header. This machine enabled the farmer to cut his grain rapidly and in a more economical manner than heretofore, so that he could afford to obtain less yield per acre.

The improvement in machinery hardly kept pace with the decrease in crops. The size of grain ranches in the state kept increasing year after year. The small farmers went to the wall. The big rancher would mortgage his lands and buy out his small rivals. As the farms increased in size, the population of the region lessened in number. On one of the mammoth grain ranches of this part of the state 400,000 sacks of wheat were grown this year.

Notwithstanding that half of the ground lay idle each year, the yield of wheat kept decreasing, and farmers who planted thousands of acres felt their day had nearly ended. Just at this time, however, a new mechanical device came to their relief. Under the system of heading grain a large force of men was needed. Often a dozen headers would be cutting grain on one man's land. The new machine that came into use known as the combined harvester enabled a few men to do the work of many. Though this cost from \$1,800 to \$3,000, it enabled four men to cut and harvest an immense crop. Four men with this machine could cut, thresh and sack forty acres a day. A team of from 24 to 28 horses were needed, but horses were cheaper and easier to obtain than men. Hardly had the combined harvester come fairly into use, each one lessening the population of the district, than another machine appeared. This is the traction engine for plowing. One of these powerful machines will take from eight to sixteen plows, and as the furrows are often from half a mile to five miles in length, the engines have but little difficulty in plowing the land.

As a larger capital is invested in combined harvesters and tractors, only men who have hundreds of acres can afford to work their lands in this manner. The effect has been to rapidly increase the size of grain ranches. The season for plowing and seeding grain is long. The farmer can harvest his grain for weeks, and leave the sacks lying upon the ground in the open fields. Thus he is enabled to plant great tracts of grain.

We said a change was promised in the methods of grain-growing in California. This is owing to the decrease in the amount produced per acre each year. The inventive genius for cheapening the cost of production has reached its limit, but still the worn fields are barely profitable. The time is fast coming when a radical change must be made. The rapid advance of fruit planting in the state has forced the price of land too high for grain growers under the old system to make money. Fertilizing their immense tracts is out of the question. They must sell off and subdivide their vast estates. While it may be some years yet ere we see the end of grain production in 10,000 and 20,000-acre fields, yet the end is approaching. The moment the lands are subdivided they must be farmed in a different manner.

CORN HAS SOME FRIENDS.

"Corn has no friends," is an expression of opinion which has been often heard among speculators during the last few months, and this stereotyped remark having become irritating to the sensitive ear a representative of this paper was detailed to make inquiries as to the facts. It took but a short time spent in conversation with representatives of the leading commission houses to find out that not only had corn some friends, but that many of them were eager partisans, expressing not only kindly feelings for the important cereal referred to, but advocating its future advancement with as much warmth as the local politicians were recently using in canvassing their respective tickets.

One of the parties interviewed wanted to know—how—how "in the name of common sense" any one could expect prices to go any lower, being already at a lower level than for a long series of years, but as that was suggested to be somewhat musty and worn-out as an argument, and was in fact no argument under the circumstances and changing conditions, the commission man drew attention to the enormous present consumption, the proof of which is to be seen in the weekly reduction of the visible supply in spite of daily receipts which cannot be called small, though giving evidence of greater exhaustion of last year's crop than is generally acknowledged. A prominent receiver was found who advanced another and less commonplace reason for the faith that was within him. He instanced the phenomenally mild winter of 1888-'89 as curtailing the feeding requirements of stock to an extent not easily calculable, but added that he had made exhaustive inquiries among men engaged in the feeding of stock and raising of hogs as to the probable increase in the use of corn should the present winter

prove normally cold. The replies varied from 10 per cent. to 30 per cent. increase over a mild season like the last, during the four winter months, and he continued, "If you take the mean of those opinions and place the extra requirements at 20 per cent., although the increase is impossible of expression in bushels, it can easily be seen that the additional quantity required would be enormous and more than sufficient to put an increase over present prices beyond a peradventure. Prices have had a generally downward tendency, ranging from 47½ cents on Oct. 3, 1888, for cash No. 2, to 30½ cents on the 21st of October, 1889. I look upon any one taking the short side of corn after such a decline, and with the present outlook, as lacking in the instinct necessary to constitute a successful speculator."—*Chicago Daily Business*.

A CRY FROM PHILADELPHIA.

There are renewed complaints in grain trade circles that Baltimore merchants are paying a higher price for corn in the West than Philadelphia receivers can afford to pay. Thousands of carloads of corn have already been contracted for to arrive in Baltimore, and tonnage engagements for December and January to load at that port indicate that the grain has been sold for export.

Already more than a score of vessels, with an aggregate capacity of 2,000,000 bushels of grain, have been chartered to load at Baltimore during the first two winter months. Philadelphia merchants have also experienced a good foreign demand for corn, but the proportion of shipments that will go abroad by way of this port will be very small as compared with that already secured by Baltimore. Although Philadelphia grain exporters have had the orders, they could not fill them because, through some advantage not accorded to this market, Baltimore buyers have been able to outbid them in the West. Many of the ships that will carry this grain from Baltimore will discharge their inward cargoes at Philadelphia, and they have been paid higher rates to go to Baltimore for their outward cargoes than they would have been glad to accept if they could have obtained similar freight at this port.

It would be impossible for Baltimore grain shippers to annually repeat the seizure of the bulk of the export trade in corn if they did not possess transportation advantages that are not obtainable by shippers at this port. The differential of 1 cent per 100 pounds in trunk line rates in favor of Baltimore is not sufficient to account for it. Nevertheless, Baltimore parties have been able to pay from 1 to 1½ cents per bushel more for corn in the producing sections than Philadelphia could pay, and then contract to export the grain at a cost of 3d. per quarter—or the equivalent of ¾ of a cent per bushel—more than the rate at which vessels would be willing to carry it from Philadelphia to save the cost of a trip around to Baltimore after discharging an inward cargo at this port.

This is an old story. The diversion of ocean tonnage is of constant occurrence, and the capture by Baltimore of the lion's share of the Western corn shipments at the outset of the cereal year has happened for many seasons. But it points anew the moral that Philadelphia is handicapped by the lack of competitive transportation facilities that are essential to command for her merchants an equality of opportunity with the business men of other seaboard cities.—*Philadelphia Record*.

CORN IN EGYPT.

When famine swept the country, and the fabled Horn Of Plenty was exhausted, and there wasn't any corn, Jacob called his sons together and told the eldest boy That in far distant Egypt—not Egypt, Illinois, But that other ancient country, where the ox Nile water drinks, Celebrated for its mummies, its pyramids and Sphinx— In Egypt there was plenty, they must the journey make, To purchase the material for their daily johnny cake. "And without corn," said Benjamin in a voice as soft as silk, "How can we our appetites indulge in mush and milk?" "Without it, too," another cried, "and dad will miss his home." And Jacob beamed upon him and acknowledged the corn. —"Gris," in *Texas Siftings*.

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Every Scale Warranted and Sent on 30 Days' Trial.

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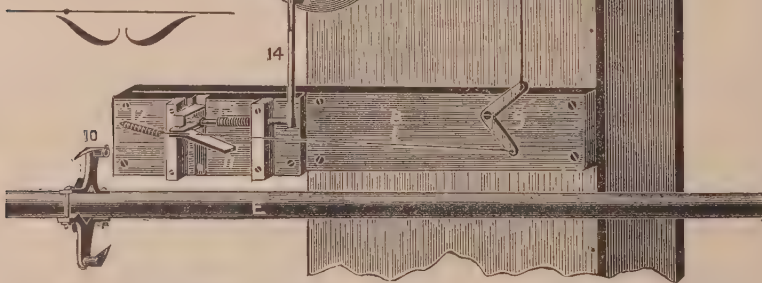
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(With an Attachment not shown)

Is guaranteed to shut off the feed before the cup belt stops, thus allowing it to go on without a choke and simultaneously sounding the alarm. Should the leg clog from any other cause, the alarm will sound continuously until relieved or power shut off.

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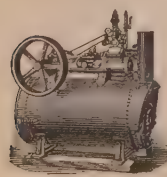
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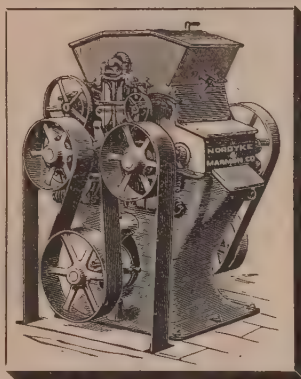
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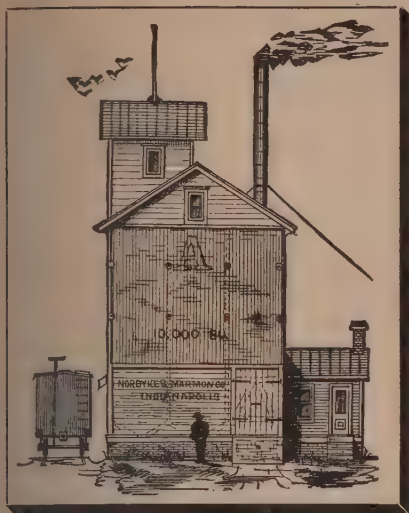
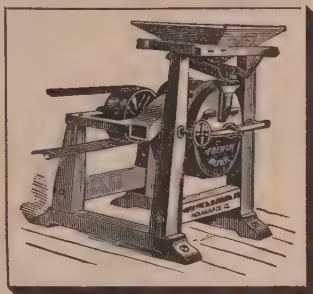
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A boy can grind and
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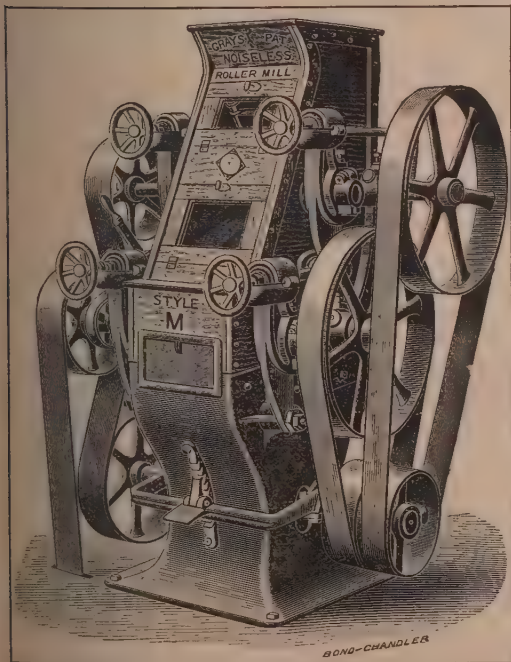
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Yours Truly,
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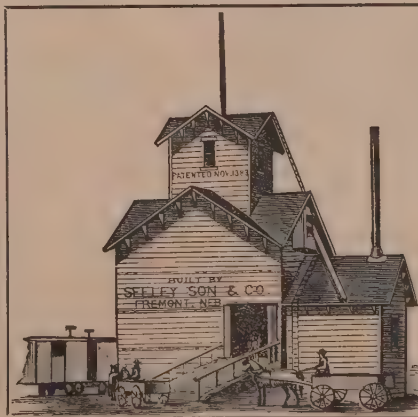
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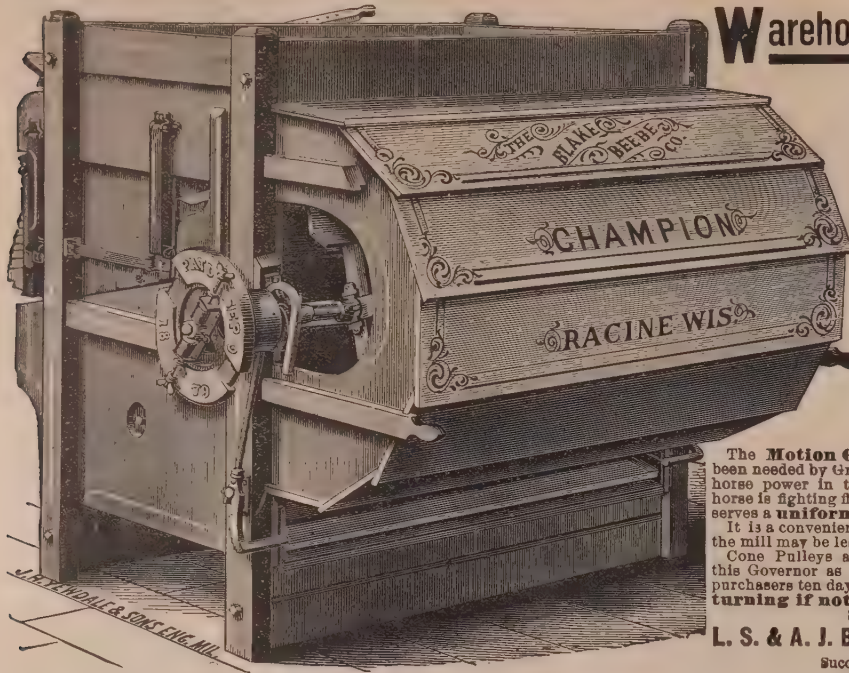
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We build Elevators in all parts of the United States and Canada.

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Cat of No. 6 Mill with Motion Governor.

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600 BUSHELS
PER HOUR.

WE MAKE

Farm Mills and
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**Warehouses
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More of them in actual and satisfactory
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The **Motion Governor** is something that has long
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It is a convenience with steam power, as the speed of
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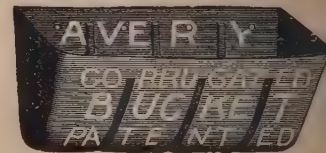
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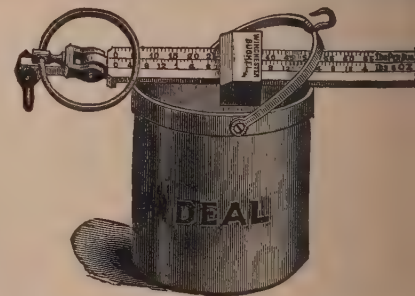
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THEY HAVE BEEN ADOPTED BY THE BOARD OF TRADE, and are in
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Now is the Time to Send in Your Order for Grain Testers.

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Does away with labor required by others; **makes Roofing profitable**;
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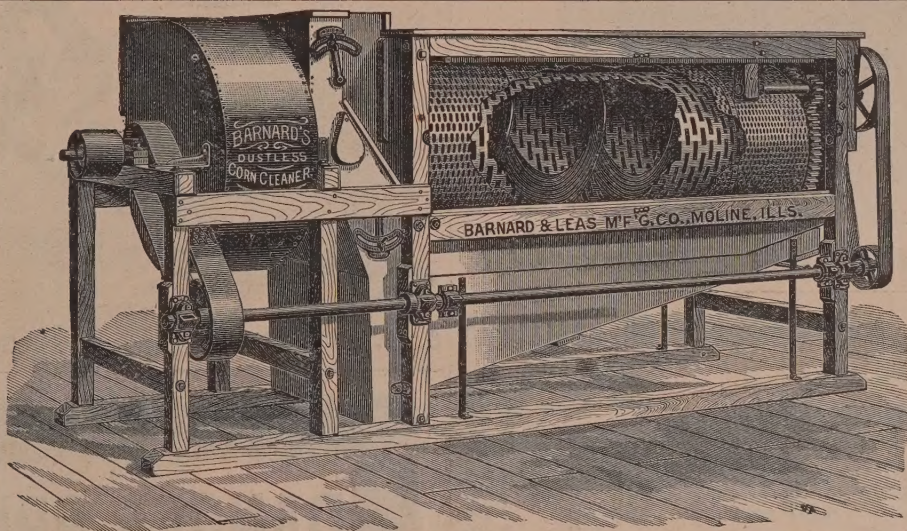
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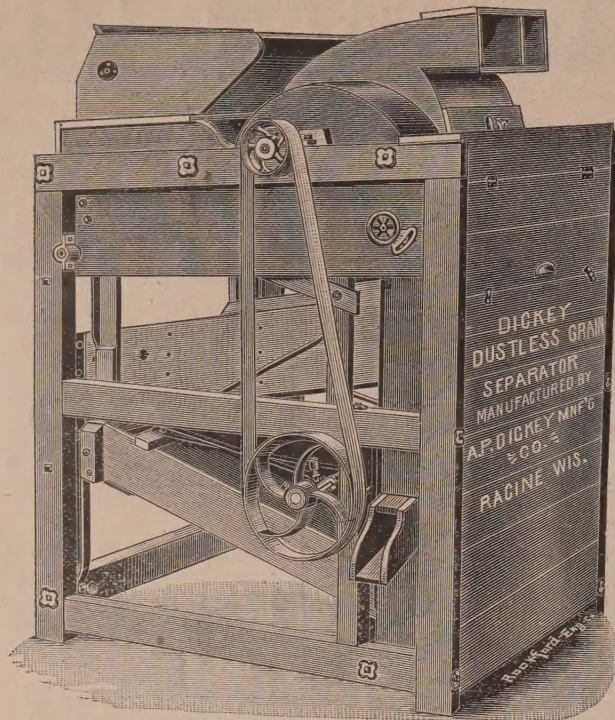
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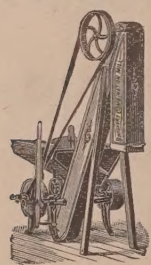
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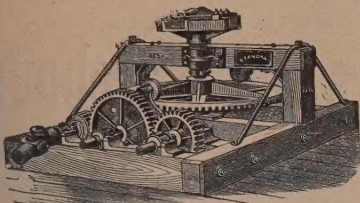
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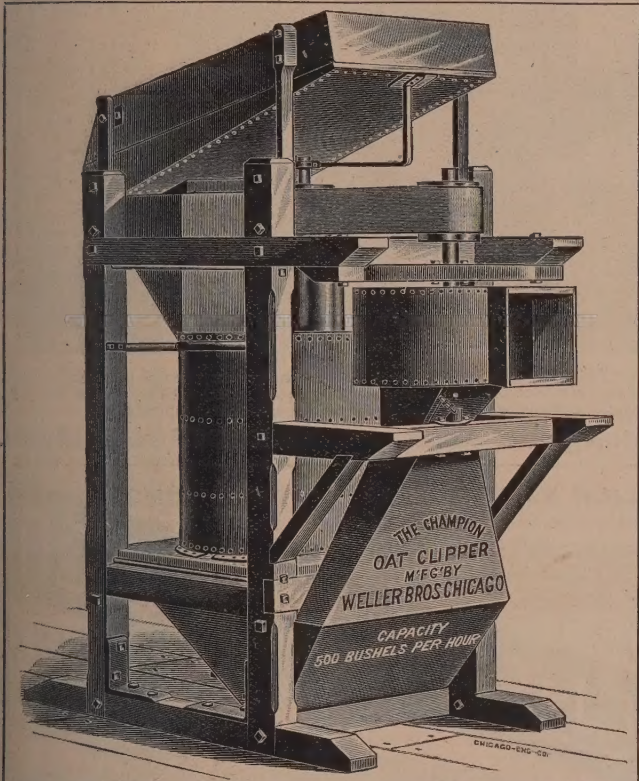
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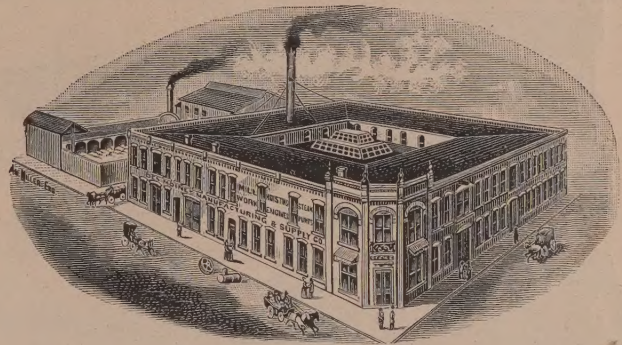
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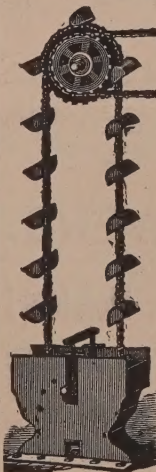
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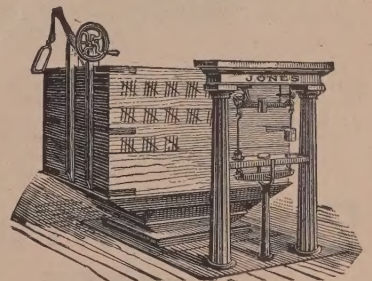
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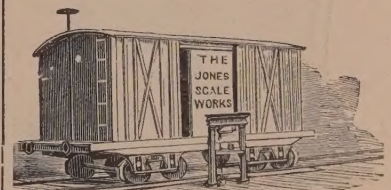
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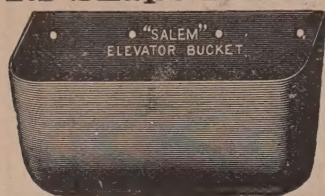
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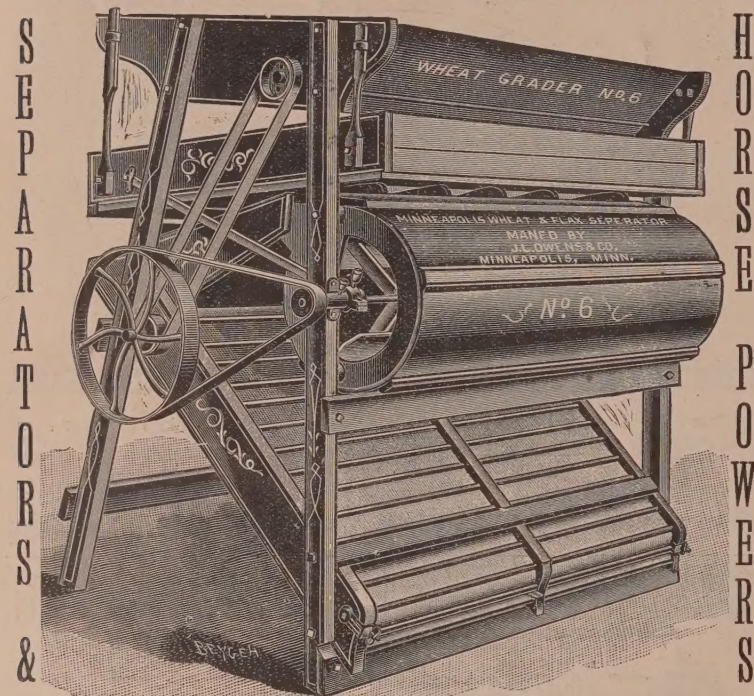
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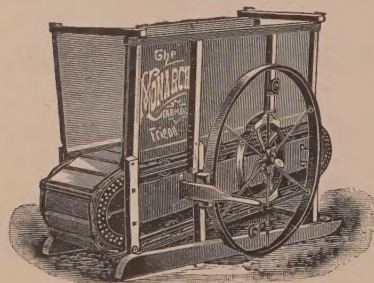
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